



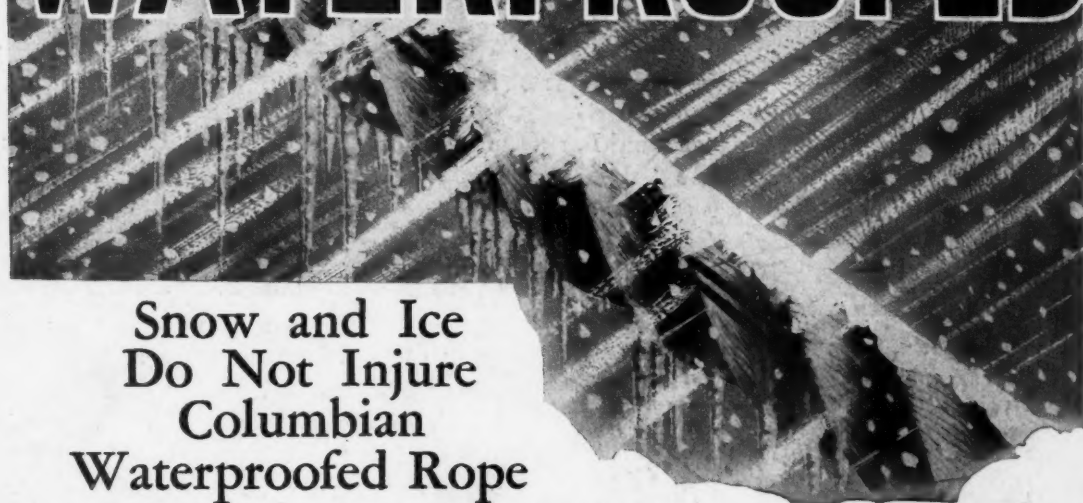
ATLANTIC FISHERMAN

VOL. XIV

Registered U. S. Patent Office
JANUARY, 1934

NO. 12

WATERPROOFED



Snow and Ice Do Not Injure Columbian Waterproofed Rope

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"WE TRIED CHEAPER BATTERIES... BUT WE



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THAT UP
LONG
AGO"

says: *H. W. Welch of Leonardville, Deer Island, N. B.*

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You, too, should use Evereadys. Eveready No. 6 Dry Cells, 1½ volts connected in series, are best for boats with waterproof boxes. When batteries are exposed to water and moisture, use the famous Eveready Hot Shots in the waterproof steel case. Three sizes, 6, 7½ and 9 volts.

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Dry Batteries

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TEXACO Lubricants are used on the vessels of the largest fishing fleet operated by any single company on the Atlantic Coast. It is one of the many fleets along the Atlantic seaboard depending on Texaco to help insure unfailing power and lower costs.

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P A Y S !

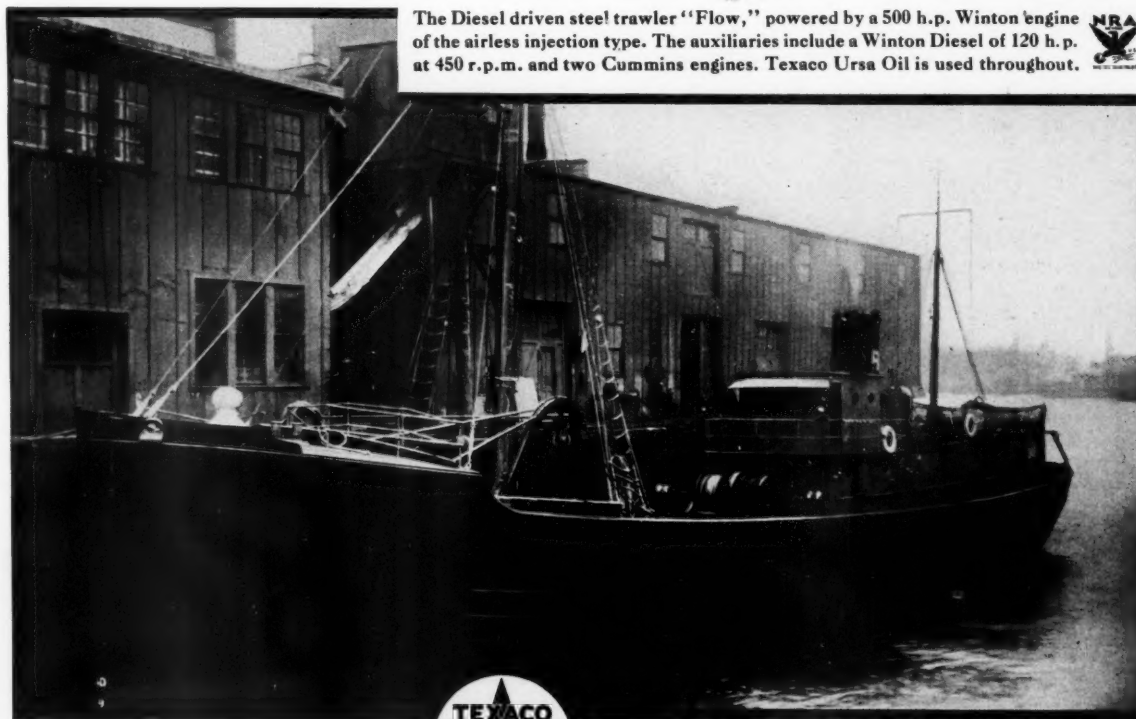
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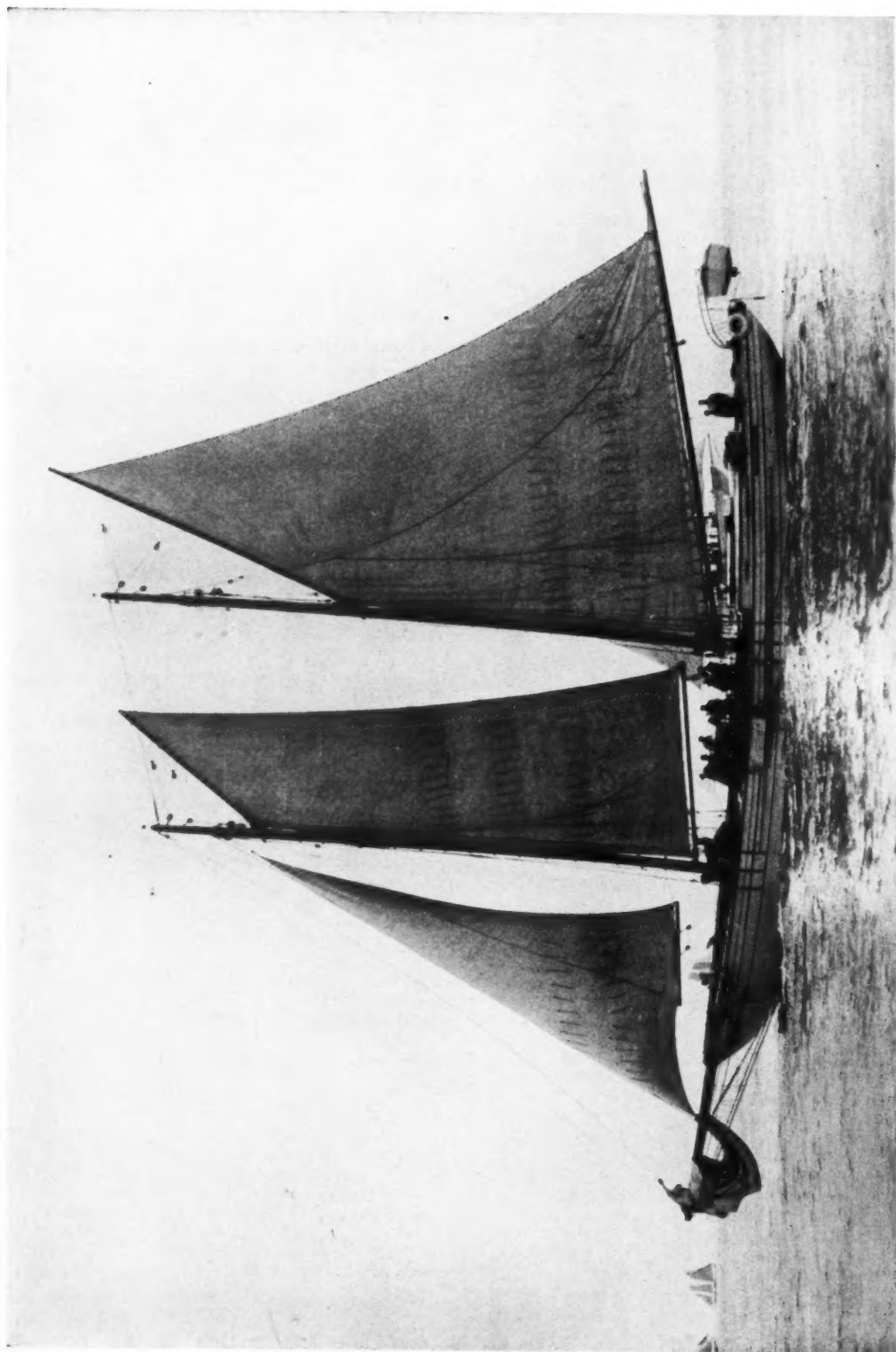
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The Diesel driven steel trawler "Flow," powered by a 500 h.p. Winton engine of the airless injection type. The auxiliaries include a Winton Diesel of 120 h.p. at 450 r.p.m. and two Cummins engines. Texaco Ursa Oil is used throughout.



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The schooner "Sheppard Campbell" dredging in Delaware Bay.

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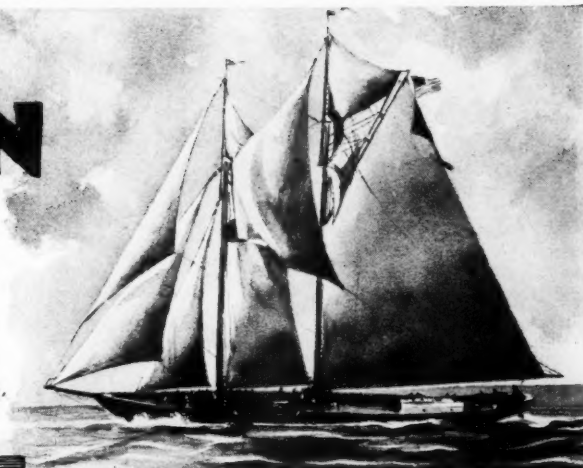
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VOL. XIV

JANUARY 1934

NO. 12

American Fishermen Petition the President of the United States for Protection Against Foreign Fish

APETITION directed to President Roosevelt, and asking protection for American fishermen against the dumping of foreign fish into our markets, is being circulated by the Gloucester Master Mariners' Association among similar organizations and fishermen's unions throughout the United States.

Swordfish

Henry F. Brown, Secretary of the Gloucester Master Mariners' Association, advises that during the first week of this year there was landed in New York a shipment of 488 swordfish from Japan, 338 of which came to Boston.

Salt Fish

He has been informed that salt fish is being packed in the same kind of containers as used in Gloucester, and being shipped into the United States.

Tuna Fish

Mr. Brown has heard from California to the effect that the canned tuna fish business is practically ruined on account of imports from Japan. He is advised that never in the history of the industry has there been such a large carry-over of canned tuna, caused by the fact that during the past year 600,000 cases of canned tuna have been imported into this country from Japan. He is advised further that Japanese interests have acquired a factory at San Pedro where they intend to bring in frozen tuna from Japan and can the fish in the United States.

Domestic Over-Supply

During the past Summer, foreign fish were being imported into our markets, while American fishing vessels were forced to dump their cargoes owing to the over-supply. By agreement of the captains of American vessels, and in accordance with the wishes of our Government at Washington, the supply was drastically curtailed and each vessel was allowed only a proportionate quota of fish. While we were cutting

down the domestic supply, foreign fish were dumped into our markets and nullified our efforts.

Protection for Producers and Fishermen

American producers, as stated in the petition, are in favor of a complete barrier against foreign fish which are in direct competition with fish produced by our American fishermen, or an increase in tariff rates which will equalize the price of foreign fish with the cost of production by American vessels, plus a living wage to the American fishermen.

Petition

Following is a copy of the petition:

To Hon. Franklin D. Roosevelt,
President of the United States.

The Master Mariners' Association of Gloucester, Mass., and associated fish producers of the United States, hereby present the following petition for your consideration.

We, the undersigned captains and owners of American fishing vessels and producers of American fish, request to be recorded in opposition to the dumping of foreign fish on the American market.

During the past Summer, foreign fish were being imported into our markets, while American fishing vessels were forced to dump their cargoes owing to the over-supply. By agreement of the captains of American vessels and in accordance with the wishes of our Government at Washington, the supply was drastically curtailed and each vessel was allowed only a proportionate quota of fish. While we were cutting down the domestic supply, foreign fish were dumped into our markets and nullified our efforts.

We wish to be recorded as American producers in favor of a complete barrier against foreign fish which are in direct competition with fish produced by our American fishermen, or an increase in tariff rates which will equalize the price of foreign fish with the cost of production by American vessels, plus a living wage to the American fisherman.

National Code, Regional Committee and Local Divisions of Industry

By Mayo A. Shattuck, General Counsel, National Fisheries Association

THE Public Hearing on the National Fishery Code having been completed, it is hoped that the President's approval may be secured very shortly. The organization of the Industry throughout the United States is proceeding, meanwhile, by the creation of regional administrative agencies. In general, the various divisions of the Industry within these regions are each expected to appoint a delegate to serve on a Regional Code Committee. This Regional Code Committee in some parts of the country will have broad powers. In other parts of the country where there is a strong desire to keep power as much as possible in local committees, the Regional Code Committee will have only loose powers of coordination, advice and arbitration where requested. In any event, however, it would seem that the Regional Code Committee would be of the greatest help in facilitating the work of collecting statistics and coordinating the work of the various activities of the divisions within the area in question. The true fountain-head of power throughout the whole Industry remains, however, in the Executive Committees of the various divisions of the Industry, and such powers as the Regional Code Committee may possess—indeed, such powers as the National Committee enjoys, are simply delegated to these Committees by the divisions of the Industry.

National Code

Pending approval of the National Code by the President, the various divisions of the Industry throughout the country have been asked to appoint an Executive Committee whose function it will be to undertake administration of the National Code within their respective divisions, immediately that the National Code becomes effective. Thus the National Code will be the law governing the Industry through all parts of the United States and in all branches of the Industry, and will be applicable in all respects, with such exceptions as may be allowed by the administration in Washington pending the final approval of the various Regional Codes.

Local Divisions

The fundamental principle of the whole program is that there should not be too great a concentration of power in the hands of a few either on a National or a Regional scale, but rather that the so-called local divisions of the Industry should keep their own houses in order and be helped and advised in that job by the National and Regional Committees.

For the Common Good

It is most important, however, that every branch of the Industry rally around the standard and take an active part in the organization work upon a National basis, and it is high time that the Industry should reap the good which inevitably comes from standing shoulder to shoulder in the common interest and for the common good. There are a great many problems of first importance to the Industry which can only be met by the application together of every ounce of ingenuity and energy which the Industry possesses.

Value of the New Deal

It goes without saying that these problems require all of us to work together, and it has always seemed to me that the great value of the whole New Deal program is that it gives the Industry a genuine opportunity to work out these problems with the weight of law and Government authority at its back. If the Fisheries Industry proves unable or unwilling to tackle these jobs in the solid and unified way which it will now be allowed to do, the fault will lie simply and entirely with itself.

Suggestions Welcomed

Needless to say, the Code Committee and the National Association need support and will welcome any suggestion or constructive criticism which will help the Industry in its fight for progress. There is not a unit of the whole Industry, however small and however independent, which would not benefit directly by favorable solution of these pressing problems.

Public Hearing

Our Public Hearing took place on December 11th and 12th. As you may know, there is under way in the Government, a proposal to transfer our code from the Agricultural Adjustment Administration to the National Recovery Administration.

Minimum of Criticism

The National Code therefore was heard by both administrations with what we thought was a minimum of criticism as to its form and content, and while we have no doubt that there will be further minor changes, particularly due to the change of administrative functions, we are now hopeful that the matters of substance which have been vexing us so long have been substantially fixed in the Code.

Organization and Administration

The remaining problem is the one of Code organization throughout the country and of Code administration. Clearly, the most practical, and we think the most acceptable, method from the standpoint of the members of the Industry in so large a country as ours is to proceed upon the basis that the present existing trade groups and associations shall retain the right so far as possible to run their own affairs in their own way. We, therefore, are asking each trade group and association to select and have ready for action a truly representative executive committee small enough to be of workable size, whose duty it will be, as provided for in an amendment to the National Code, to administer the National Code within its division as soon as the National Code is approved, and pending the approval by the President of a divisional Code for that group.

Executive Committee

This Executive Committee may be only of a temporary nature, although its appointment, we think, is urgently needed. It is temporary because it must be approved by government authority before it can undertake its duties of administration and it will, of course, be subject to change if circumstances arising from National organization make its amalgamation with some other committee necessary.

Regional Code Committee

The general plan of the Code Committee is that the present existing trade associations shall group themselves in regional set-ups by sending delegates to constitute a Regional Code Committee whose function it will be to assist in organization matters, to correlate and to advise, and in suitable cases to arbitrate disputes. If our plan is approved by the Government and acceptable to you, an immediate method will have been obtained to put the National Code into operation in your district, and to insure immediate benefit from the application by you of its provisions.

Functional Groups

The regional set-up above described is subject to this general exception—that any so-called functional group, such as the National Association of Oyster Growers & Dealers of North America, shall retain its full National status as an individual division of the industry but joining, of course, as a division under the National Fishery Code.

Maine

Sardines Wanted for Representatives' Restaurant

By Alfred Elden

MAINE'S Democratic representatives in the House intend to ask Uncle Sam to trade at home.

Representative Utterback discovered on January 3 that the sardines sold in the House restaurant came, not from Maine, but from Portugal. He set out at once to find Representative Moran, a member of the committee on accounts which operates the restaurant, to arrange a joint protest.

Sardine Season Better than Last Year

According to A. M. G. Soule, chief, Division of Inspection, Department of Agriculture, the 1933 sardine season in Maine was not so bad as many believed. "The total pack for the season," Chief Soule told the ATLANTIC FISHERMAN, "is 957,374 cases. This almost doubles the total pack for 1932 which was 527,435 cases. The quality of the fish packed is excellent. Very little difficulty was experienced with unfit fish. In 1932 only 13 factories out of the approximate 40 on the coast were operated but this year twice that number took fish as they could get them.

Better Demand This Year

Last year the goods produced were put up in the face of threatening conditions and a dragging demand, but this year's output has been restricted principally by the scarcity of fish that would run 6 to 9 or 10 to the can. But the demand has been much better, goods have gone into consumption more freely and the carry-over this Winter is correspondingly small. It follows that the outlook for next season is very good indeed."

Import Duty on Sardines to be Increased

Exactly a year and nine days after the date of the hearing conducted by the Tariff Commission on the petition of Maine sardine packers for an increase in tariff protection the Commission has recommended, and the President has ordered, that the import duty on sardines in oil be increased from 30% to 44% ad valorem. This applies only to sardines when their value does not exceed nine cents per pound. At the present time most of the Norwegian imports are valued at nine cents per pound or more and so will escape the increase in the duty but it will apply to the cheaper grades which compete most closely with Maine standard goods. Last year's imports from Norway averaged 8.2 cents per pound. During the first six months of 1933 they averaged about 7 cents per pound but



A few of the sardine boats belonging to the Booth Fisheries Corporation at Eastport, Maine. The Booth factory, which was destroyed by fire, is shown in the background at the extreme left. The sardine boats, which carry 60 hogsheads of herring, are 64 ft. 6 in. long, 15 ft. 9 in. beam, 5 ft. 8 in. draft and have a crew of 4. They are powered with 60 h.p. crude oil engines, and have a speed of 10 knots. All boats carry a 16 ft. dory on deck.

are higher now due to the improvement in the exchange value of Norwegian currency.

Packers in Maine are frankly pleased by the increase but are unable to explain the nine cent-per-pound limitation on it. They point out that Norwegian packers whose goods are priced at within 10 or 20 cents of the \$4.00 per case quotation implied in the nine-cent limit, can avoid any duty by advancing their quotations to \$4.01 per case. Also while at the present moment the finer grades of Norwegian bristling sardines in olive oil have preempted the American market for quality goods they believe Maine sardines can be packed superior to Norwegians in quality and that they would be packed if given adequate protection. However they are thankful for the advance to 44% on standard sardines which under present conditions form the bulk of their product.

Double-Gauge Lobster Law Passed

Quite the most important piece of fisheries news in Maine for the early Winter was the passing by the Legislature, in special session, of the Double-Gauge lobster law.

Heretofore the Maine lobsterman could take any lobster over what approximates 10 1/4 inches in length. Anything under that he must throw back into the sea. In Canada and in the States West of us the minimum measurement has long been nine inches. Maine's great disadvantage is immediately evident. We have had this present law for almost half a century.

Despite most rigid laws to punish law-breakers, short lobster handling has gone on uninterruptedly all these years and it flourishes today. The new Double-Gauge law should practically put an end to that.

Some do not like the new law and say it will exterminate the lobsters. Such claims are not founded on fact. Nobody can deny that the chicken lobsters—the small ones—are the sweetest and in greatest demand, while the Jumbos or big fellows are not nearly so desirable.

The advocates of the Double-Gauge law say it gives the public the best lobsters from the point of food value, while it saves for breeding purposes the large egg-bearers which we have been indiscriminately catching and consuming for more than half a century.

Experiments Conducted

Exhaustive experiments were conducted by Dr. Francis Hobart Herrick, author of the Natural History of the Lobster, who has always advocated the Double-Gauge measurements. He shows that the average number of eggs from a 9-inch lobster is 7,902; 10-inch, 10,555; 11-inch, 15,410; 12-inch, 21,351; 13-inch, 26,610. Now note the larger lengths



On the deck of Capt. Cleveland G. Burns' schooner "Friendship", sorting the fish before packing them in the hold. The "Friendship" was ashore at Nantucket last month, but suffered no damage.



The "Alice M.", Capt. Merle Scoville, owned by the Johnson Bay Canning Co., of Lubec, Maine. She is the oldest boat operating in the Passamaquoddy Bay herring fisheries, having been built fifty years ago. She has a Hyde propeller, and is rigged with Plymouth cordage.

and the number of eggs they will average. Fourteen-inch, 36,960; 15-inch, 46,524; 16-inch, 57,146; 17-inch, 63,336; 18-inch, 77,430. The lobster industry today needs eggs in astounding numbers; in billions not in thousands, and these eggs can now be produced by the big lobsters left free to propagate.

Fishermen may object because they have been paid by the pound and they do not like to contemplate the loss from sale of the big fellows they get generally in the Spring of the year. But the average haulings of lobster pots show that lobsters between 9 and 10¼ inches are greater by 13 per cent than lobsters over 13½ inches long. So they will make more on the lower minimum now permitted by the Double-Gauge than they will lose on a considerably reduced maximum.

Maine Now on Parity with Other States

Best of all, Maine for the first time within the memory of any lobsterman now fishing will hereafter be on a parity with Canada, Massachusetts, New Hampshire, Rhode Island, Connecticut, New York, and New Jersey. By being able to sell the shorter lengths hitherto prohibited, our lobstermen will be able, it is believed, to make a decent living. Moreover, in leaving the big breeding lobsters in the sea they are doing the very best thing possible to secure a supply of crustaceans for future generations. Most lobstermen in Western Maine at least will bless this wise act in passing a Double-Gauge law.

Wants Report on Lobster Fishing Situation

Secretary of Commerce Roper has requested Rep. E. C. Moran, of Maine, to prepare memoranda for him of the lobster



The "St. Teresa", of Gloucester, equipped with Edison batteries and Westinghouse generator.

ster fishing situation in Maine with recommendations for its betterment. Moran is preparing this for presentation to the A.A.A. The whole lobster industry is expected to have a separate code under the general fisheries code. Four states are principally concerned—Maine, Massachusetts, New York and New Jersey.

Fishermen and Wholesalers to Meet Code Expenses

Arrangements for meeting the expenses incidental to forming and presenting to the Federal Government codes for the Maine fisheries industry were agreed upon at a meeting of local fishermen with the Northeastern Fisheries Association. The fishermen attending agreed to contribute one per cent of the gross value of their catches to the Association and wholesalers voted to pay one percent of their gross sales. The Association will also ask other fishermen to join in this voluntary contribution to help defray expenses made in an attempt to benefit both the producer and the distributor of fish. At the present time the Maine fish industry is operating under the National Fisheries Code insofar as wages, hours and labor conditions are concerned. That part of the code applying to practices has not been signed yet, but the Northeastern Association hoped that it might be in operation by the second week in January. Eventually the Northeastern Association hopes to have a code of its own accepted by the Government feeling that the Maine industry operates under conditions quite dissimilar from conditions in other parts of the country.

Committee to Handle Emergency Matters

At this recent meeting George L. Ratcliffe, president of the Portland Fish Co., Wm. O. Verrill, president of the Dirigo Fish Co., Ralph W. Hanscom, of the Willard-Daggett Co., Mortimer D. Harris, ship chandler, and Capt. Frank Doughty, veteran fishing skipper, were chosen as a committee to handle emergency matters concerning code agreements. Others present at the meeting included Sol Herzog, New York attorney, who represented the Association at code hearings in Washington; John Flaherty of the Portland Fish Co.; Harold and Irving Paulsen and Ivan Johnson, small boat fishermen; Capt. Otis Thompson, Capt. Tom Holbrook, and Capt. Ed. Smith, vessel skippers.

Herzog in Canada

Mr. Herzog left Washington December 29 for Ottawa, where he will discuss with Deputy Commissioner of Fisheries Found the question of Canadian lobsters. Canada does not want restrictions on Canadian lobsters included in the lobster code, preferring a "gentlemen's agreement," which would be more flexible and friendly. Herzog hopes to work out a scheme, to be embodied in the code whereby all dealers will agree not to offer for sale any lobster the sale of which would be forbidden by any State law. He also wants to get this provision into the master fisheries code, so as to control the sale of short lobsters handled by any one not subject to the lobster codes, as is the case with many general fish dealers.

The NRA has furnished the American lobster fishermen with a bargaining point for the first time in all the years of controversy over the influx of Canadian short lobsters and frozen and fresh meat from under-sized lobsters.

Herzog is framing the code which the lobster men will present to NRA as a subsidiary to the master fisheries code and Canada is anxious that no coercive language be written into the code. Conversations between Herzog and the fisheries experts of NRA, AAA and the Tariff Commission and the Canadian legation in Washington, in the last few weeks, have developed the desirability of a mutually satisfactory informal agreement on what will go into the code. This will be the topic of the conversations by Herzog.

At present the plan is to make the sale of short lobsters unfair competition. As a part of the lobster dealers' code, meat from undersized lobsters, which is proving harmful to Maine lobster fishermen, may be kept out of the trade by an agreement with Canadians to prevent its use at the Canadian plants. The double gauge law just accepted by the Maine Legislature will be discussed, and may be included in the final agreements.

Good Haddock Catches

Despite bad weather haddock fishermen out of Lubec and Eastport have been getting good catches. After saving out a few hundred pounds for local consumption they have been shipping the bulk of their catch to Bangor by truck. The wholesale market price soared once to seven cents.

"Elizabeth M."

The fishing vessel *Elizabeth M.*, of Rockland, Maine, Capt. R. F. Eaton, master; Ralph Joy, mate and engineer, left Rockland on December 19 for New Bedford to fit out for scallop dragging. The vessel, formerly owned by Captain Donald Joyce of Swans Island, has been completely rebuilt and refitted this Fall by Capt. Eaton. She is now owned by Capt. Eaton and Mrs. Sarah P. Houghton.

"Arthur D. Story" in Port

Making her first appearance at Portland since last Summer when she trailed President Roosevelt's cruising yacht *Amberjack II*, as a news-reel photographer's launch, the big Gloucester schooner *Arthur D. Story*, Capt. Cecil Moulton, took out a 25,000-pound groundfish fare.

High Liner

Capt. Henry "Gillie" Gallant, new skipper of the *Alice M. Doughty*, celebrated by coming in on his first trip high liner among six vessels, taking out 10,000 pounds of the 35,000 total landed at Portland.

Two Maine Fishermen Spend Night at Sea

Capt. B. Frank Wakefield, former Gloucester fisherman, and his son Frank L. Wakefield, both of Cape Porpoise reached Rockport harbor on December 27, after having been tossed about for 24 hours on a raging storm-swept sea.

They had left in their 28 ft. open trawler to go trawling, and before noon found themselves in a real gale, without protection from the elements. They tried to make York, Me., but it became so thick that they could not even see the coastline and so felt it would be safer at sea. Their engine, an 18 h.p. Palmer, kept faithfully going, although more than once they thought they would be swamped.

Five Men Perish at Sea

The Portland schooner *Benjamin Thompson*, with her ensign at half staff, glided into Boothbay Harbor on December 28, minus three of her crew. The seven survivors, haggard from their 24-hour battle with a gale, did not want to discuss their adventures.

The missing men, Capt. Thomas Holbrook's son, Fred, and his brother Sam and Kenneth Harper were all from Portland. They were out in dories tending trawls when the storm shut down. The others were able to make their way back to the schooner but the three were never seen again.

Loss of Booth Factory Severely Felt

The recent burning of the Booth Fisheries Corp., sardine factory here is a very severe industrial loss to Eastport. It means a loss of prestige also for in recent years Lubec's initiative has wrested from it the proud title it used to bear as "Home of the sardine industry."

Aside from the Booth plant the factories of L. D. Clark & Son and the E. A. Holmes Packing Co. were the only ones to operate in Eastport in 1933. And now the Booth factory has gone with the prospect of rebuilding remote indeed since the company still has a plant at Lubec which can probably fill its present requirements.

When in full operation this Booth factory employed about 160 people with a weekly payroll of from \$2,000 to \$3,000. In a poor year like the present only 60,000 cases of sardines were packed but the payroll exceeded \$30,000. The concern paid annual taxes of about \$2,500, most of which will hereafter be unavailable.

The wiping out of this large sardine factory removes one of the oldest water front landmarks, it having been founded by Grady Brothers, of Eastport, half a century ago and was known locally as the "Grady shop". It was operated many years by the Gradys and then sold in 1905 to the Independent Canning Co.

Crie Proposes Organization of all Lobster Fishermen in New England, New York and New Jersey

By E. B. Thomas

AT the annual meeting of the Southern New England Fishermen's Association, held last month, communications were read from Hon. H. D. Crie, Commissioner of Sea & Shore Fisheries of Maine, proposing the organization of all lobster fishermen in New England, New York and New Jersey, and it was voted to invite Mr. Crie to meet with the local lobstermen and the commissioners of the other states to discuss this proposal. A meeting will be held in New York City on January 19.

Southern N. E. Officers

The following officers were elected: President, Capt. Leonard E. Allyn; Vice-President, Capt. J. Hubert Lawrence; Treasurer, Howard F. Burdick; Secretary, Joseph MacDougall; Doorkeeper, Capt. E. B. Thomas; Board of Directors: Capt. Harold Lowry, William H. Taylor, Howard F. Burdick, Capt. Nathaniel Culver, Capt. J. Hubert Lawrence, Capt. Bocchicchi, Capt. H. Northrup, Capt. Harold MacLaughlin, Capt. Albert Jones, Dr. James H. Weeks, and John Bindloss.

Unemployed Fishermen to Eliminate Starfish

Following a conference with the Rhode Island Shellfish Commission, Governor Green of that state announced a plan which would put unemployed fishermen of that state to work. These men will work under the CWA and will endeavor to eliminate the starfish from the shores of their State. These fish have been menacing the shellfish of the state and it is believed that their riddance will be a great benefit. After the starfish are removed from the water they will be crushed and sold to the farmers for fertilizer. The men will be paid a minimum of \$15 for a thirty hour week.

Dredging Operations Damaging Seed Oysters

From the latest reports from New Haven it is claimed that 2,000 bushels of seed oysters have been entirely covered with sand disturbed and thrown up by the hopper type dredge working in the channel of New Haven harbor. The dredging operations will be completed in about nine months and it is said that the 2,000 bushels of oysters are but a portion of those that will be covered if conditions continue as they are at present. The Connecticut shellfish commissioners do not wish to have the dredging operations discontinued but will insist that this be done if the damage is not paid for.

"Venture" Overhauled

The party boat *Venture*, Capt. Orlando Clark, was recently overhauled on the marine railway of Franklin G. Post & Son, in Mystic.

United Commercial Fishermen's Association of New Jersey

AN association for commercial fishermen only was organized last month at Atlantic City by the South Jersey fishermen, to be known as the United Commercial Fishermen's Association of New Jersey.

The President is Sven Marthin of the Union Fish Co., Inc., Wildwood, N. J.

Other officers are: A. Branwick, Barnegat City, Vice-President; Evert Axelsson, of Wildwood, Secretary, and Gunnar Peterson, of Atlantic City, Treasurer.

The Executive Committee is as follows: Harry Lekander, Evert Axelsson, John Sorony, Alfred Branwick, Edward Washburn, Sven Marthin and J. B. Thompson.

The meeting at which this new organization was formed was sponsored by the Atlantic City Fishermen's Association and the Wildwood Fishermen's Protective Association.

The New Jersey Fishermen's Association, composed of pound net operators was invited to join this central organization.

More Life from Fish Nets

By W. T. Conn, Technologist, Bureau of Fisheries

IT is known that for each dollar American fishermen receive for their catch 20 cents is paid out for nets. All gear is going to wear out and some losses cannot be avoided, but it is believed that this paper will assist many fishermen to reduce the cost of fishing by increasing the service life of nets.

Preserving Heavy Nets

The term "heavy nets" is used to designate pound and trap nets, heavy seines and other gear ordinarily tarred by American fishermen.

Investigation by the Bureau of Fisheries indicates that the agency most destructive to nets kept in water for considerable periods is a microscopic form of life that digests (eats) cotton or similar material. But if the cotton is properly dyed or otherwise chemically changed in character, it is much less attractive as food for the microorganism. When this chemically treated cotton thread is properly tarred, it has a much longer average service life than raw cotton thread of the same size tarred in the same way.

Except in a few very foul waters, the most practical chemical treatment for heavy net cotton is good barking or cutching. Cutched twine can be bought from manufacturers of nets or can be prepared as follows:

Dissolve cutch extract ⁽¹⁾ in boiling water in the proportion of 6 pounds extract to 100 pounds (about 12 gallons) of water. Avoid burning of the extract by adding a portion of the boiling water to the extract in an unheated pail or tub, stirring until the extract is dissolved, then mixing the strong solution into the balance of the water, with thorough stirring.

The net is placed in the cutch solution which is kept close to the boiling point for 12 hours. If necessary, keep the net under the solution by weights or other means. The net can then be lifted and allowed to drain back into the tank.

A fixing bath is then prepared as follows, using a steam heated wooden tank, or iron kettle heated by fire. In each 100 pounds (about 12 gallons) of boiling water, dissolve 4 ounces potassium bichromate (also known as "red stone"). Stir until the chemical is thoroughly dissolved and have the solution boiling.

The drained but wet tanned net is placed in the fixing bath where it is boiled for 15 minutes. The net must immediately be thoroughly rinsed in clear water; it is then well dried.

The fixing bath solution must be made up fresh each time webbing is put into it. After webbing is boiled, the left over solution is useless and should be drained off and thrown away.

The extra cost of cutching a heavy net that is to be tarred afterward is less than 15%. Tests made in various fishing waters indicate that for this small additional cost, an average increase in service life of over 100% may be expected; that is, a net cutched before tarring should give double the life of a net tarred without cutching.

An occasional fishing locality may be found where the tarred-cutched twine will not give satisfactory service. For these extreme cases, a tarred-chrome twine is recommended. The chrome is applied by successive treatments as follows:

1. Prepare a solution in the following proportions: In each 100 pounds (about 12 gallons) of water, dissolve ½ pound white soap and 3 pounds washing soda. Boil the net in this solution for 5 minutes, then immediately rinse well in cold water.

2. Prepare a solution in the following proportions: In each 100 pounds (about 12 gallons) of water, dissolve 2 pounds

⁽¹⁾ 13 pounds oak or hemlock bark or 3 pounds quercitron crystals may be used instead of 6 pounds cutch extract in each 12 gallons of water. If quercitron crystals are used it is recommended that they be placed in a coarse bag and allowed to dissolve through the cloth.

tannic acid. Soak the washed net in this solution for 8 hours at a temperature of about 160°F.

3. Prepare a solution in the following proportions: In each 100 pounds (about 12 gallons) of water, dissolve 1 pound tartar emetic ⁽²⁾ and heat to 160°F.; transfer the net from the tannic acid solution (without rinsing) to this one and continue the same heat for 1 hour.

4. Prepare a solution in the following proportions using a lead lined tank or wooden tank heated by brass or lead covered steam pipes: In each 100 pounds (about 12 gallons) of water, dissolve 1 pound potassium bichromate (red stone) and 3 pounds copper sulphate (blue stone); heat to a simmering temperature and add 2 pounds (about 1 quart) 30° acetic acid. Stir well, and transfer the net from the tartar emetic bath (without rinsing) to this solution and soak for 20 minutes at a simmering heat. The net should then be immediately and thoroughly rinsed in clear water and well dried.

Preserving Light Nets

The ordinary gill net may be taken as a type of this class of gear, but for the purpose of preservation, the term "light nets" may include all gear not tarred.

Nearly all gill nets are in the water for relatively short periods and extensive observation has shown that generally water damage is slight. All gear freshly fished is more or less contaminated with fish slime which should be removed as quickly as possible by rinsing the net with lime water, followed by a clear water rinse. Lime water is easily prepared by keeping a few inches of slacked lime in a barrel and adding as much fresh or salt water as possible, with stirring. After the milky color disappears, the clear solution is ready for use. Fishermen on Lake Erie carry a barrel with lime in the bottom and filled with water to about 8 inches from the top. As soon as the nets are cleared of fish, two pails of the lime water are poured over each box of nets which are then rinsed with clear water. These nets are relatively free from the odor of fish and are giving excellent service.

Direct sunshine ruins dry gill nets. All nets should be dried and stored where the sun will not shine on them unless the owner is prepared to lose money needlessly.

When color of light nets is of no consequence, well cutched gear gives service somewhat superior to plain twine. When the color fades, it should be given a freshening treatment as described under heavy nets.

For light nets that are subjected to long periods of water exposure, the best preservative is chroming as described under "Preserving heavy nets". In numerous submersion tests in all waters, chromed cotton has given over seven times the life of untreated cotton and over four times the life of cutched cotton.

An inferior, but less complicated preservative treatment for light nets subjected to long periods of water exposure is prepared by dissolving a special copper naphthanate ("Conaphthan")—in kerosene in the proportion of 30 pounds of the naphthanate in 70 pounds (about 10½ gallons) kerosene. When fishing in cold water a further improvement of service can be obtained by adding 5 ounces antioxidant (No. 10 oil soluble antioxidant made by the R. T. Vanderbilt Co., East Norwalk, Connecticut) to each 100 pounds of the preservative. After the chemicals are completely dissolved in the hot kerosene, the net should be immersed for 3 minutes at a temperature around 200°F., spread out and dried in shade. This treatment like others of its type may cause knot slipping in new nets and it is recommended for use only on webbing in which the knots are well set up.

⁽²⁾ Tartar emetic is poisonous if taken internally. Care should be used in handling.

Boston

Handliners Benefit from Strike of Trawler Fishermen

THE strike in Boston of the fishermen on beam trawlers and draggers, has worked to the advantage of the dory fishermen and haddockers, who have received better prices since the supply of fish has been decreased.

One well-known haddock which is reaping the benefits of better prices is the schooner *Gertrude L. Thebaud*, Capt. Jimmy Abbott.

Just before the strike, the severe Winter weather had reacted favorably for the beam trawlers, and the *Newton*, *Ebb* and *Flow*, among others, arrived with profitable trips which gave the members of the crews good shares.

It is hoped that the strike will be settled in the very near future, and that the Boston market will be adequately supplied.

Fish Pier Landings for December

<i>Adventure</i>	62,500	<i>Edith C. Rose</i>	49,000	<i>Holy Cross</i>	267,100	<i>Plover</i>	188,000
<i>Alpar</i>	57,900	<i>Edith L. Boudreau</i>	85,300	<i>Illinois</i>	213,500	<i>Pollyanna</i>	67,500
<i>Alvan T. Fuller</i>	68,500	<i>Elk</i>	36,500	<i>Imperator</i>	127,500	<i>Princeton</i>	92,000
<i>American</i>	93,000	<i>Ellen T. Marshall</i>	129,500	<i>Ingomar</i>	34,000	<i>Quincy</i>	162,000
<i>Amherst</i>	160,000	<i>Elvira Gaspar</i>	49,000	<i>Irene & Mabel</i>	69,000	<i>Rainbow</i>	30,000
<i>Andover</i>	131,500	<i>Evelina M. Goulart</i>	24,000	<i>Isabelle Parker</i>	185,500	<i>Reliance</i>	39,200
<i>Andrew & Rosalie</i>	50,000	<i>Exeter</i>	135,000	<i>J. M. Marshall</i>	40,500	<i>Rhodora</i>	50,500
<i>Arthur D. Story</i>	129,000	<i>Fabia</i>	287,500	<i>Joffre</i>	70,600	<i>Ripple</i>	152,000
<i>Babe Sears</i>	54,000	<i>Flow</i>	229,000	<i>Katherine F. Saunders</i>	35,700	<i>Rita B.</i>	53,000
<i>Billow</i>	29,500	<i>Foam</i>	82,000	<i>Killarney</i>	135,500	<i>Ruth & Margaret</i>	100,000
<i>Boston</i>	191,800	<i>Fordham</i>	138,000	<i>Kingfisher</i>	183,000	<i>Ruth Lucille</i>	52,000
<i>Boston College</i>	55,500	<i>Frances C. Denehy</i>	94,000	<i>Lark</i>	183,000	<i>Saturn</i>	105,000
<i>Brant</i>	281,000	<i>Francis J. Manta</i>	12,000	<i>Laura Goulart</i>	80,000	<i>Shamrock</i>	106,000
<i>Breeze</i>	146,000	<i>Funchal</i>	19,100	<i>Leonora C.</i>	39,000	<i>Shawmut</i>	179,000
<i>Brookline</i>	170,900	<i>Gale</i>	128,000	<i>Leretha</i>	44,700	<i>Spray</i>	168,000
<i>Cambridge</i>	122,000	<i>Gemma</i>	54,500	<i>Loon</i>	222,500	<i>Teel</i>	152,000
<i>Cape Ann</i>	106,000	<i>Georgetown</i>	110,700	<i>Magellan</i>	94,500	<i>Tern</i>	207,000
<i>Comber</i>	163,500	<i>Geraldine & Phyllis</i>	16,800	<i>Maine</i>	86,000	<i>Tide</i>	214,000
<i>Coot</i>	234,000	<i>Gertrude de Costa</i>	37,000	<i>Maris Stella</i>	104,800	<i>Trimount</i>	162,000
<i>Corinthian</i>	82,000	<i>Gertrude L. Thebaud</i>	200,000	<i>Marjorie Parker</i>	84,300	<i>Vagabond</i>	18,700
<i>Cormorant</i>	217,000	<i>Gertrude M. Fauci</i>	128,000	<i>Mary DeCosta</i>	41,000	<i>Vandal</i>	101,000
<i>Cornell</i>	154,500	<i>Gertrude Parker</i>	121,500	<i>Mary E. O'Hara</i>	120,000	<i>Venture II</i>	80,600
<i>Dacia</i>	21,700	<i>Gossoon</i>	220,000	<i>Mary P. Goulart</i>	119,500	<i>Waltham II</i>	39,500
<i>Dartmouth</i>	308,000	<i>Gov. Al. Smith</i>	19,900	<i>Milton</i>	37,100	<i>Wanderer</i>	124,500
<i>Dawn</i>	71,000	<i>Grand Marshall</i>	57,500	<i>Newton</i>	140,500	<i>Whitecap</i>	115,000
<i>Donald</i>	98,000	<i>Harvard</i>	199,000	<i>Notre Dame</i>	170,400	<i>Wild Goose</i>	171,000
<i>Dorchester</i>	106,000	<i>Hekla</i>	127,000	<i>Ocean</i>	197,000	<i>Wm. J. O'Brien</i>	173,500
<i>Doris F. Amoro</i>	25,800	<i>Helen M.</i>	63,000	<i>Olivia Brown</i>	61,500	<i>Wm. L. Putnam</i>	53,000
<i>Ebb</i>	255,500	<i>Hesperus</i>	114,000	<i>Patrick J. O'Hara</i>	154,000	<i>Winthrop</i>	142,500
				<i>Pilgrim</i>	81,500	<i>Yankee</i>	17,000



The "Flow", Capt. Christopher Ness. Winton Diesel, 56 cell Exide Ironclad battery, Texaco lubrication.



The "Santa Maria", Capt. Peter Mercurio, of Gloucester, at the Boston Fish Pier. 86 ft. by 18½ ft. by 9 ft. Hatha-way fittings, Kinney clutch, and Hyde propeller.

Receipts at Boston During 1933

The amount of groundfish, mackerel, swordfish, and other fish weighed out at Boston Fish Pier during the year 1933 by months has been as follows; (Pounds):

January	14,041,253	\$404,214.82
February	15,362,959	435,206.83
March	16,265,811	524,425.66
April	18,830,911	303,069.97
May	20,360,593	337,400.87
June	15,145,591	410,709.68
July	17,309,004	477,799.53
August	19,322,458	508,784.07
September	18,262,866	574,437.66
October	19,721,014	538,593.72
November	14,197,490	487,014.02
December	13,277,281	403,292.00

Total	202,097,281	\$5,405,948.83
Total Year 1932	201,472,675	\$5,156,652.69

The December figures are up to and including December 28, 1933.



The runboat "Elouise", Capt. Thos. Young, Crisfield, Md., equipped with Eveready batteries.

Maryland

Oyster Dredgers Find Conditions Much Improved

By Edward Bowdoin

IN the dredging area of Maryland, which includes Tangier Sound, Hooper's Straits, and part of the Great Choptank River, the boats resorting to these areas have found conditions very much better than in the Chesapeake Bay. As many as seventy boats have been engaged in scraping for oysters in Tangier Sound, and the oysters caught have been fat and of excellent flavor.

Tangier Sound oysters have a national reputation for their flavor and size. For several years the Tangier oysters brought the highest price in the Crisfield market of any oysters in the Chesapeake Bay. By constant dredging of the Sound the rocks became depleted but this year the Tangier Sound has again become productive.

New Area Opened

In the Great Choptank River, a scraping area was opened which had been closed. Thousands of bushels of shells were placed on the depleted bars, and it is most encouraging to note that the scrape boats have been able to catch 150 bushels a day since the opening of this area, which is a tremendous increase over catches there prior to the closing, which was about 25 bushels a day.

Catchers and Packers Both Have Good Season

The demand for Crisfield oysters was so great that the packing houses worked two shifts for the Thanksgiving orders and while the orders for Christmas trade were not equal to the Thanksgiving orders, still it was larger than for the past two years. From the catcher and packer the report is that this has been a good season and once more money is being freely circulated in Crisfield. Oysters advanced in price and sold for \$1.10 for standards; \$1.38 for selects; and \$2.00 for counts per gal. in the local market.

Record Run of Crabs

The greatest run of crabs in Talbot County, Md., waters for many years was made recently, the watermen making from ten to fifteen dollars a day.

During the Summer months crabs were unusually scarce in all parts of the Chesapeake Bay, and the watermen suffered in consequence. But in September, they began to appear in large numbers. So high have been the profits since then that few of the watermen have turned their attention to oyster beds, in the sections where hard crabs are dredged.

Crabmeat Brings Highest Prices in Years

There has been more demand for crab meat this season than ever before. Prices on an average have been higher than for two years past.

The crab meat packers are now making a drive for the Western markets. The bulk of the crab meat is shipped to Baltimore, Philadelphia, and New York, but the business is being extended to the West and a greater demand for crab meat is being felt in Crisfield.

At one time this Fall hard crabs brought \$15 a barrel in the Crisfield market, the highest price since the war.

Each season there is an increase in the crab meat industry and when the Western trade is properly advertised and worked there will be an even greater demand for crab meat.

Fishermen Preparing for Shad and Herring

During January the shad and herring fishermen begin to drive piling for their pounds and get their nets in shape for the fish season. Herring begins to run in the Chesapeake Bay in February. Shad usually comes in the bay in March if the weather is warm. In Maryland the shad season opens March 1st, but in Virginia waters, the season opens in February.

Potomac not to be Opened to Hand Scraping

The bill introduced at the Special Session of the Legislature by Senator J. Allan Coad, of St. Mary's County, to open the Potomac River to oyster hand scraping was defeated by a vote of 17 to 6 following a motion by Senator Walter J. Mitchell, of Charles County, to postpone consideration of the favorable report of the Chesapeake Bay and Tributaries Committee indefinitely.

Senator Coad argued that under the present situation, Virginia oystermen were marketing a large number of oysters with impunity while Marylanders either were forced to stand by and watch or run the risk of confiscation of their equipment and a jail sentence.

Shaft tonging is the only legal way the river may be worked at present, stated Senator Coad, and this method is impracticable at a depth of more than twenty feet.

Tuthill Urges Investigation Before Legislation

LYLE Tuthill, Secretary of the Long Island Commercial Fishermen's Association, states that the commercial fishermen realize that the sportsmen bring a great deal of money into certain sections of Long Island, and have rights in the waters of the State, but not exclusive rights. He further says that if conservation ever becomes a necessity it would be perfectly consistent for the people of New York through the Legislature, to curtail the activities of sportsmen.

Mr. Tuthill urges an impartial investigation before any legislation is enacted.

Sportsmen are endeavoring to restrict net fishing and beam trawling and the use of draw seines and traps.

Commercial fishermen are making every effort to prevent the passage of ill-advised legislation.



The "Emerald", 46 ft. in length, 13 ft. beam and 5 ft. 6 in. depth, used for bluefishing and swordfishing by her owner Capt. Louis Fiedler, of Greenport, Long Island, N. Y. Powered with a 50 h.p. Bolinders oil engine.

Gloucester Encouraging Aviation As An Aid to Fisheries

By E. A. Goodick

DISCUSSIONS have been held regarding having an aviation base built along the waterfront. Many think that it would be a fine idea, for airplanes can be of assistance to the fisheries in many ways. Airplanes can spot schools of mackerel or other fish, and the reporting of such locations to the fleet would be of great benefit to the fishermen. Then, too, there are some branches of the industry which could use planes in delivering their packaged fish to certain markets. Therefore, encouragement of aviation along the Gloucester waterfront may lead to definite assistance to the industry and to everyone connected with it.

Waddell Building New Fisherman

A new fishing boat is being built at the Waddell shipyards at Rockport, and will be owned by Thomas E. Tuthill, of Shelter Island, New York. Mr. Tuthill intends to use the craft for fishing around the Sound.

New Lobster Boat Launched

On December 23 the new 26 ft. lobster boat *Mary Caroline* was launched from the yards of Ralph Nelson at Rockport. She is owned by George L. Jacobs of Gloucester. Mr. Nelson has another lobster boat to be built for Fred S. Smith of Pigeon Cove. She is to be 24 feet in length.

Two Dane Compass Installations

Captain Nels Amero, skipper of the schooner *Doris F. Amero*, has gone South dragging, and has had a Dane radio compass and direction finder installed under the direction of James Goodwin.

The boat *St. Rosalie*, Capt. Sam Parisi, another dragger in the South, is also to have a radio compass and direction finder installed.

Flagship of Phoebe Fleet

A report from Phoebe, Va., states that the flagship of the fleet there is the Gloucester boat *Paul*, recently purchased at Portland, Me. She is 40 feet in length, 8 ft. beam, has a capacity of 8,000 pounds, a 14 ft. spar, and has landed the biggest trip of flukes so far in the season. Her captain is Sam Barbara.

Sail South Dragging

The dragger *Jennie and Julia*, Capt. Paul Scola, sailed on December 27th from General Seafoods Wharf for the South. On December 31st the *Babe Sears*, Capt. Joe Sears, and the *Elvira Gaspar*, Capt. Joaquim Gaspar, sailed for the Southland. The *Josephine and Mary*, Capt. Joseph Palazolla, and the *Olivia Brown*, Capt. Frank Brown, were all ready to leave soon after the first of the year.

Flounder Dragging

The schooner *Restless*, Capt. James Nickerson, and the *Mary M.*, Capt. Tom Marr, are to engage in flounder dragging from New Bedford.

American Vessels at Shelburne

During one week last month the following American fishing

vessels called at Shelburne, N. S., for bait and shelter: the *Shamrock*, *Mary E. O'Hara*, *Gertrude L. Thebaud*, *Joffre*, *Andrew and Rosalie*, *Imperator*, *Mary DeCosta*, *Gertrude L. DeCosta*, *Dawn*, *Hesperus* and *Adventure*.

"Adventure" Aground Off Nova Scotia

The local haddock *Adventure*, Capt. Jeffrey Thomas, which went ashore at Sheet Harbor, N. S., during a heavy snowstorm on December 23rd was floated on the 25th and was towed to Halifax for repairs.

The *Adventure* was leaking badly and the Captain was running for harbor. The nearest port available was Sheet Harbor, which is far from being an easy port to enter even under good weather conditions.

The entrance is narrow and the shore-line a mass of jagged rocks. The *Adventure* struck one of these and as soon as the crew of 26 men succeeded in landing they set about to get help to float their craft. They worked for two days and finally the craft slid off.

"Catherine" Burns Off Canso

Gloucester lost another fine schooner on December 31st when the *Catherine*, Capt. Archie MacLeod, burned to the water's edge, after she had collided with Bald Rock Shoal, just outside Canso, during thick weather.

Capt. MacLeod was at the wheel but the weather was very thick and just as he neared his goal the schooner piled up on Bald Rock Shoal at the Northern entrance of the harbor. Within a half hour the vessel keeled over on her side.

The skipper realized that his boat was doomed and ordered the men over in dories ready to row for shore. Nine dories were used and hardly had the last one been launched when the *Catherine* toppled over and the galley stove upset. The flames

finally reached the oil tanks, causing explosion after explosion.

The *Catherine* was launched from the shipyards of the late Arthur D. Story at Essex on October 10, 1915. She was the largest vessel out of Gloucester, being 121 ft. in length, 25.2 ft. beam and 12.4 ft. draft.

The wires were kept burning on the 2nd appealing to Washington for relief and transportation for the stranded fishermen, and reassurances were received that the State Department would attend to the matter without delay.

Congressman A. Piatt Andrew has for some time been trying to get a bill passed which would assure relief and transportation at all times to stranded fishermen, and it is now believed that this action will be taken.

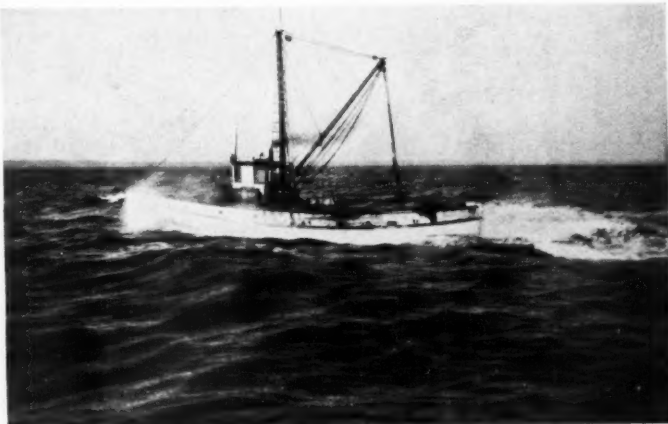
"Ellen T. Marshall" Burns with Loss of Three

The *Ellen T. Marshall*, Capt. Albert Hines, was destroyed by fire 25 miles South of Cape Sable, N. S., on December 15. Twenty-three survivors, including the Captain, either succeeded in reaching land or were rescued by steamers. Three of the crew, including the skipper's son were drowned, being unable to make Seal Island as their dory was swamped.

The rest of the crew were picked up by the steamer *Lars Kruse* and the patrol boat *Arras*.

The vessel was on a double dory handlining trip, having 26 men on board, and carrying 11 dories, but had not begun operations when the tragedy occurred.

When the captain realized how serious the situation was he ordered his men to take to the dories, and row to shore, making an effort to stick together.



The "Intrepid", of Gloucester, Mass. She is 42 by 13.4 by 5, and is powered with a 50-60 h.p. Wolverine Diesel engine and Columbian propeller.



Omah A. Clarke, President of the Florida Fish Producers Association. President Clarke expects that 80% of the production of the State will be represented in the Association.



Capt. George M. Storter of Naples, Florida, Chairman of the Executive Committee of the Florida Fish Producers Association. Capt. Storter holds the record with a single year's mullet catch of 170,000 pounds.

Florida Producers Association Ready to Enforce Code

By H. L. Peace

IN outlining a method by which the Florida Fish Producers Association has planned to enforce its fish code, Omah A. Clarke, President of the Association, pointed out that the Executive Committee, composed of George Storter, Naples, chairman; B. O. Balaska, Ft. Myers; Luke Duke, Cedar Keys; J. Reasseau, St. Petersburg; and O. A. Clarke as secretary, has asked the fishermen of every town within the bounds of the Association to band themselves together in groups and elect three men from their number to act as their Police Committee. One of these men will be elected secretary of the committee, and it shall be his duty to keep all books and do any investigating that may be requested by the Executive Committee in the event that the National Code and the Subsidiary Code, when approved and signed, be violated.

"We will ask the dealers to cooperate with us in securing the necessary details in regard to the amount of fish purchased from the fishermen, which plan, if carried out successfully, will greatly simplify the details of reporting and may be managed with little effort by the local secretary. However, should the dealers refuse to furnish this information we will then set up a system of accounting which will be kept by the local secretary of the Code Police Committee," Mr. Clark said.

In regard to the fishermen paying the funds to meet the one-tenth of one per cent as provided in the National Code, Mr. Clarke stated that each group has been asked to pay to their local secretary ten cents a month. Each secretary handling money for the association must be bonded.

Mr. Clarke explained that several suggestions had been made that the Executive Committee make it a code rule that no fisherman should sell his fish to anyone until the said person had made satisfactory arrangements with the local code police committee. Persons suggesting this rule pointed out that it would prevent the "boot-

leg" truck from buying fish as the local police committee could make it so disagreeable with such a long drawn out procedure that the peddlers would find it most unprofitable to wait around until such satisfactory arrangements could be made, while the regular dealer could secure a permit which would allow the fishermen to sell to him.

In summarizing the set-up, Mr. Clarke said that a sub-committee appointed in every town would work under the Executive Committee, and that in case of any reported violations of the code the Executive Committee would ask the sub-committee to investigate and turn in a report. Should the charge be of such gravity that it could not be handled by the State Executive Committee, the case would be turned over to the National Control Committee.

"I feel that within the next few weeks I will be able to have over eighty percent of the production of this state signed up to co-operate with the Executive Committee," Mr. Clarke commented.

In regard to the appointing of deputy wardens, Mr. Clarke said that a number of fishermen have been recommended to the Conservation Department and that quite a number more are expected to be recommended within the next few weeks. He added that he had been assured that the State Department would co-operate with the Association and that he was recently informed that 40,000 pounds of fish had been confiscated.

"Many of our locals have in their by-laws an act prohibiting the captain of a crew hiring any other than association members, and that no member be allowed to fish with a captain who does not belong to the local. Some locals have gone as far as to pledge that they will not sell to a dealer who buys from non-members. However, I do not approve of this because I don't wish to run afoul of the anti-trust law," Mr. Clarke said.

Winter Shrimp Season in Full Swing

With the holidays behind, the Florida shrimp fleet has resumed fishing after a tie-up of two weeks. At St. Augustine and Fernandina shrimp are being brought into port in abundance and many shipments are being made to the New York market. More than 200 boats have gathered at these two seaports and the fleet includes many boats from Georgia, So. Carolina and New Jersey. The average catch in a single day



Unloading elevators which, together with the office building, boiler stacks and drying shed, escaped the flames of the \$70,000 fire at the Fish Meal Co. menhaden plant in Fernandina.

has been high at 30 to 40 bushels, but some boats have returned with a catch of 100 bushels.

Canneries Operating

The James A. Smith canning plant has been under steady operation. Here some 100 men and women are employed daily, when shrimp are available, in peeling and preparing the raw product for the canned shrimp market. The average output of this plant is 300 cases.

The canning plant of L. P. Maggioni at St. Augustine resumed operation for the Winter season January 1. Some 300 workers are said to be employed by this plant.

Florida Fish and Seafood Association

Frank E. Welles has been named president, and Francis William Taylor elected secretary of the newly formed Florida Fish and Seafood Association. Both officers hail from Pensacola.

Fish Meal Plant Burns

The Fish Meal Company's menhaden plant at Fernandina, was destroyed by fire Dec. 12. Damage was estimated between \$70,000 and \$100,000.

No plans have yet been announced as to the prospect of rebuilding, but because of the fact that the boilers were not damaged sufficiently enough to prevent their use, it is believed that the company will rebuild.

Shrimper Christened; Another Under Construction

The 57 foot trawler recently launched from the boatyards of the Nassau Shipbuilding and Engine Company at Fernandina, has been named the *Benito Mussolini* by its owner, Felice Golino, prominent St. Augustine shrimp dealer. The new trawler, equipped with a 1,500 pound hoisting gear, is now fishing off the Florida coast with headquarters at St. Augustine. She is one of the most modern trawlers of today and carries a crew of four men. Three nets are carried by this vessel. The nets were made by the Fish Net and Twine Company and are operated with steel cables, with wooden doors in the dragging equipment. The trawler is equipped with two fuel tanks with a total capacity of 1,500 gallons of fuel oil; a single tank of 45 gallon capacity of lubricating oil; and a two drum steering gear. Four and a half gallons of fuel oil are used by this ship every hour, and four to five gallons of lubricating oil.

A second shrimp boat is under construction in this plant. The boat will be 42½ feet in length, will have a 12 foot beam. Completion of the vessel is expected in about three weeks.

More Boats

Satis Klonaris, a boat builder on the Florida coast for more than 20 years, has returned to his life-long profession, after an absence of two years. Mr. Klonaris is now located at Fernandina, where he has been building boats for more than ten years, having come here from Tarpon Springs. He has just turned out the *Jackie K.*, and has taken a contract for two more. These boats will measure 48 feet with 15 foot beam.

C. W. A. Allotment for Mississippi Oyster Planting

The Seafood Commission and the chairman of the CWA boards of Harrison, Jackson and Hancock counties met in Biloxi the first of the year to consider oyster planting with the \$100,000 CWA allotment. This group at a recent meeting of the three county boards was designated as an executive committee from those bodies to work in conjunction with the Seafood Commission in connection with the planting of seed oysters and oyster shell.

R. Hart Chinn was named as administrator, which position he agreed to accept without pay, and W. L. Parks was named assistant disbursing officer. J. F. Velcich, Pascagoula; A. F. Dantzler, Biloxi; Dr. D. H. Ward, Bay St. Louis, were named as assistants to Mr. Chinn to handle local matters in the counties.

Plans will immediately be made to carry out the work on the reefs and will be submitted to a meeting of the Seafood Commission and executive committee for final approval.

Virginia Seafood Business Continues to Improve

By Sandusky Curtis

A REVIVED oyster business holds the spotlight in the Chesapeake Bay seafood area as 1934 begins.

Humming with old time activity the packing houses of the section join W. H. Gary, District Inspector, in stating that the speeding up of business reported last month promises to continue and place the oyster business on a good paying basis. Orders continue to come in from Northern markets and the local plants are employing hundreds of persons to take care of the shucking and other work incidental to the rush. The quality of the oysters continues to be first rate, and there is real optimism concerning this phase of the seafood industry.

Fisheries Commissioner Optimistic

Richard Armstrong, Fisheries Commissioner, is very optimistic as to the fishing industry in 1934. He believes the price for seafood commodities will rise; and he states that men in the industry expect the return of eel grass and with it the Virginia scallop.

To Study Crab Life and Habits

Dr. R. V. Truitt, marine biologist of the University of Maryland, is to take an ocean trip on the trawler *Malolo* soon, to study the conditions surrounding the crab life. He has made extensive findings in this section and expects to find out more about the hibernating grounds as a result of the trip.

Bloxom Endorsed

At the annual meeting of the Virginia Oystermen's Protective Association, December 28, A. O. Bloxom, of Newport News, was endorsed for the position of State Commissioner of Fisheries.

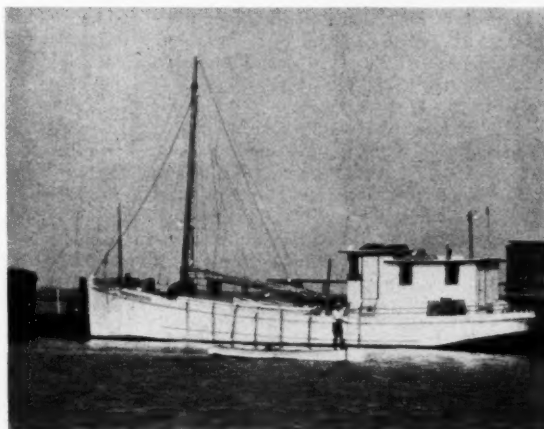
To Start Campaign for Minimum Prices

A move to strengthen the organization in Tidewater Virginia, was launched at the meeting, and it was decided to start a campaign for minimum price provisions and control of production.

CWA Oyster Planters Busy in North Carolina

One hundred and forty men are engaged in oyster planting in North Carolina as the new year opens. They are responsible for 61,726 bushels in the first two weeks of this type of work.

Sixty men are working in Dare County, with twenty at work in Pender and Onslow counties, with others in Hyde and Pamlico counties. Announcement of the activity was made by Captain John A. Nelson, State Fisheries Commissioner.



The "Joyce Sterling", owned and operated by Capt. Rufus Crockett, of Tangier, Va. She is engaged in running oysters for Chas. Howeth, of Crisfield, Md., and is powered with a 36 h.p. Palmer engine.

December's Phenomena

By J. C. Allen

THIS report, written with Christmas showing the whole of her fore-s'l above the skyline, finds the Wheelhouse Loafer still marveling over the crop of phenomena that December has brought to these latitudes and fervently praying that some bright soul will invent a compass with all four quadrants Westerly.

When the correspondent, who prides himself on his natural and inbred saltiness, refers to "crop" it should not be construed as any sort of a reversion to the land and things appertaining thereto. No, "crop" is right, for it would take the crop of a gray gull to digest the junk that has been discharged from the hold of the past month.

Nothing very bad, and that's a matter for wonder. Plenty that was good, and some even better, which is another puzzling thing, and a few matters that are so doggoned peculiar that the devil would scratch his dome behind the horns and marvel.

First a comment on the weather, and believe it or not, our predictions of six months ago have come true. We said, and we can produce the papers to prove it, that if the scientific sharks didn't quit monkeying with the Gulf Stream, someone would suffer. And they didn't, and someone did. All hands suffered if you should ask us.

Suffered and still suffer with the cusseddest run of weather that ever infested God's green earth. Each day of our Lord the wind breezes East for some part of the time. Fair weather, thick weather, stormy weather, windy or calm, and never mind whether the glass hits the top of the case or whether the "pitchfork" lays right on "Aneroid", 'tis all the same. If there is or ever was a yellow peril in the East, it's certainly got a fair wind.

Chilled Bluefish

That's real, honest-to-gosh phenomena, but hear the second chapter. When the first cold snap struck, it came right on top of a spell of swordfish weather and the bluefish were running fins out, and chin deep to a giraffe. They disappeared, as anyone would realize, but about the second day, Horace Vincent, one of the real old Edgartown pond seiners, went down to Edgartown Great Pond with several members of his crew just looking around for fun, and to see where the ducks were laying, but they found the pond bottom covered with chilled bluefish.

Big old sons-of-guns the size of a shetland pony, and some bigger. Some were dead, and stiff as a marlin-spike, but plenty of 'em were still able to flop a fin and none of 'em were spoiled. Just how much cash these lads realized from what they salvaged, no one knows but themselves.

Scallopers Have Best of Luck

The best of luck hit the scallopers of our island, and of the six towns, Gay Head, home of the noble Redman, drew the heaviest run of luck. Two months of fishing has only taken off the top tier so far, and hardly a scallop has been sold for less than four bucks a gallon.

That goes for the entire island, for that matter. There were mighty few gallons that brought a smaller price than that, and the best scallopers are still able to make a day's pay in the larger towns, even though the fishing has dropped.

But Gay Head still supplies her limit every day, four bushels to the man, and good for three and a half to four and a half gallons when they are shucked. Chilmark has nowhere near the same amount, but the fishing is still worth following, even at the date of this writing.

Edgartown Fleet

And maybe it's just as well, although none of our own local lads really know what is on the ledges. Our deep-legged fleet out of Edgartown has struck patchy luck on the soft bottom, knocking 'em for a row of chowder-kettles on one trip and on the next, running in with the hold as empty as a base drum. Haddock are scarce as hens' teeth, and about the same size, but cod and pugs have picked up since the middle of the month.



The auxiliary haddock "Marshal Frank", of Lunenburg, Capt. Frank Risser, as she looked when she put into Halifax recently carrying 50 tons of ice but not a pound of fish.

Halifax Fares

By M. Ryan

FIFTY tons of ice aboard but not a pound of fish. That is what the Lunenburg auxiliary haddock *Marshal Frank* brought to Halifax on Dec. 31st after four days at sea.

It was during the time the recent cold wave and wild series of storms swept the Atlantic seaboard. Captain Frank Risser said the weather was the worst he had ever experienced.

The *Marshal Frank* sailed from Lunenburg and was 40 miles of Halifax, bound towards Western Bank when she met stormy weather.

Five hogsheads of salt were scattered over the decks designed to melt rapidly forming ice. It was of little avail and the schooner, resembling a small iceberg was forced to put into Halifax to thaw out.

Almost at the same time the auxiliary haddock *R. B. Bennett*, Capt. R. B. Selig arrived from the banks, also badly iced. Neither vessel had been able to make a single set.

A fare of 12,000 pounds, however, was brought in by the auxiliary haddock *Howard Donald*, Captain Tanner. In-shore boats had been held in port for an entire week and the only other receipts were from beam trawlers.

Trawler fares were also limited owing to the cold and stormy weather.

We know that there are some haddock somewhere, because at least one good trip has been taken with an English trawl, but it's natural for cod to be around the rocks at this time of year, as well as on soft bottom, and only one boat has done much hand-lining and she did well. All the same, the run of luck good and bad, plus some mighty strong advice from our state biologist, E. W. Barnes, who is hooked up with the Bureau of Marine Fisheries, has turned the heads of all hands toward shellfish.

Scallop Cultivation

The arrival of "Repeal" has boosted the sale of shellfish, according to all dope obtainable from the metropolitan districts, and now, say the gang: "Let's do a little intensive cultivating!"

This brings up the question of how, when and where is the best way, means and manner of planting scallop seed. Like every other problem that a sea-skimmer has to face, there are just as many solutions offered as there are men to offer them. And, all of them sound reasonable.

Says one: "Take 'em out of shoal water and dump 'em where 'tis deep." Says another: "Don't move 'em! If nature didn't want 'em in shoal water, she wouldn't have 'em there!" And there you are and where are you? All the same, there will be some transfers of seed made where it is necessary, and all things point to a big season next year, with developments of beds fairly certain of realization.

**BEAUTY IS MORE THAN SKIN DEEP AND THE TREATMENT OF "MARITIME"
ROPE GOES CLEAR THROUGH. IT'S THE SPECIAL FISHERMAN'S ROPE**



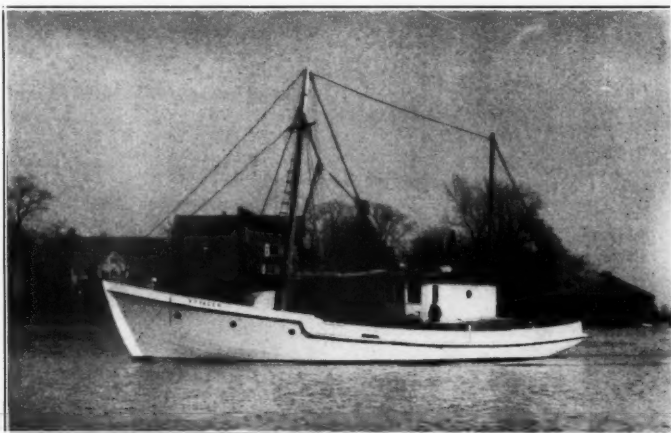
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100 H. P. 4-cycle "Wolverine"
Diesel Engine

**Positively Reliable, Simple
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These are the features that appeal
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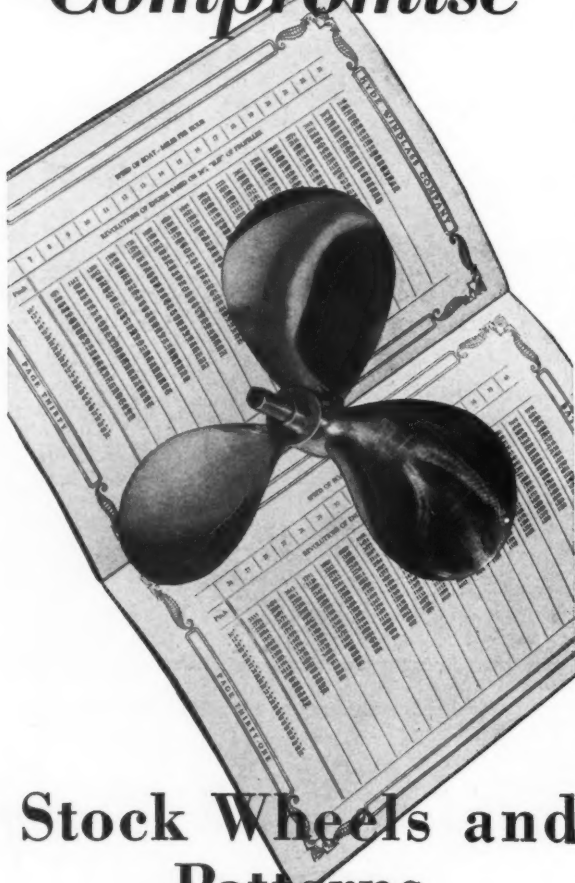
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No need to *Compromise*

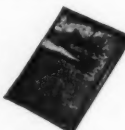


Stock Wheels and Patterns

DIAMETERS 5 inches to 90 inches
PITCHES from 4 inches to 120 inches
DIRECTIONS both right and left
BLADES two, three and four

Larger sizes up to 20 feet in diameter and special wheels not listed in the schedules are obtainable on short notice.

Send for this booklet, "Propeller Efficiency". It not only lists stock wheels and patterns but tells why Hyde Propellers often increase the speed of a boat and always bring it in safely.



HYDE WINDLASS COMPANY
Bath, Maine

HYDE PROPELLERS

Dealers everywhere carry ample stocks

Modus Vivendi Renewed

By H. R. Arenburg

THE Modus Vivendi has been extended until July 1st, 1934. Yarmouthians will rejoice in the renewal of this important legislative agreement which has proven of untold benefit to that port.

Benefits totalling thousands of dollars to Nova Scotians are involved in the renewal of the operation of the Modus Vivendi. Under the terms United States vessels fishing on the banks replenish their supplies from the nearby ports of the Province. Ice, salt, and dories are purchased, besides stock for the schooners' larders.

Town Councils and Boards of Trade petitioned the Dominion Government asking that the freedom accorded United States vessels of entering Nova Scotia ports to take on supplies be continued. The *Modus Vivendi*, which was in operation this year, was to expire on December 31st and it was its renewal that interested parties were seeking and have secured.

Yarmouth, Shelburne and other Nova Scotia ports on the Atlantic report huge benefits through its operation during the present year. Besides the benefits accruing to those directly connected with the fishing industry, other businesses have enjoyed its effects and a general stimulation of business was experienced.

Lunenburg Fleet Doing Better

The statements from vessels of the Lunenburg fishing fleet are being received by the owners and they indicate that the fleet this year will pay its way on operating costs. Some of the vessels will do much better, especially those equipped for Winter fishing and this is very encouraging in these times when losses and not profits are the results in most lines of business.

Ready to Sail

The schooner *Agnes McGlashen* is completely loaded and awaiting orders. This schooner is in command of Captain Hibbert Wamback and has on board a full cargo of dry codfish and barrelled herring, part of the cargo being taken on at Lunenburg, part at West Dublin and the balance at LaHave. William Duff, managing owner of the schooner is shipping this cargo to Porto Rico.

"Fieldwood" in Port

The tern schooner *Fieldwood*, Captain Harris Oxner, arrived in port with a cargo of salt brought here from Turks Island for the Acadian Supplies, Limited.

Petition Government for Cold Storage Plant

Delegates from practically all of the fishing centers along the Cape Breton County coastline attended a meeting held at Glace Bay last month to discuss ways and means by which they might be better enabled to make a living for themselves and their dependents out of fishing, their chosen occupation.

Many of the directors and other officers as well were of the opinion that the Government could actually help itself by operating a cold storage plant which would enable the fishermen to earn something during every season in the year.

Louisburg was suggested as the logical location for a cold storage plant, it being centrally located and Winter fishing can be carried on from there.

A. D. McNeil, President of the Associated Boards of Trade for Cape Breton stated that he was familiar with the operation of the cold storage plant at North Sydney, now lying idle, and was in accord with the establishment of such a plant. He felt that the North Sydney plant could be utilized, as well as one at Louisburg, because he felt sure that with the rebirth of the industry there would be sufficient business for both.

Several speakers expressed their sympathy for the fishermen, and urged them to organize strongly and prepare arguments carefully before approaching the Government in connection with the project of a cold storage plant.

Following these speeches, a strong resolution was unanimously adopted asking the Federal Government to take the necessary steps toward the immediate establishment of a cold storage plant at Louisburg.

New Brunswick and P. E. I.

By C. A. Dixon

NEWs from Miramichi, New Brunswick, the largest smelt producing area on the continent, states that the members of the Miramichi Bay Local of the U. M. F. have secured premises for the purpose of packing and shipping their own catches of choice natural frozen smelts.

More men than ever before are active in the smelt fishery and the Miramichi, Nepisiguit, Restigouche, Richibucto, Buc-touche, Petitcodiac, Shepody, Salmon, Kennebecasis, St. John, Magaguadavic, St. Croix Rivers, and the iced Northumberland Strait, are veritably alive with men and youths engaged in smelt netting through the ice holes.

P. E. I. Oyster Industry Improving

The P. E. I. Oyster industry is on its way back to its former glory. The disease which ravaged the beds and reduced the yearly output to practically nothing, has been checked and the problem now is to impart to the fishermen the most scientific methods of cultivation.

A biological station is maintained at Bideford in Prince County, and much information is being gathered and sent out from there. Areas which are not natural fishing grounds are being leased all around the coast. The recognized beds are open to any fisherman and cannot be given over to private development and exploration.

Severe Weather Cripples Fishing

Trawl fishing operations in the Quoddy region this Winter have been severely crippled by the unusual and boisterous weather. Very few haddock were caught in December. The wind blew a gale most of the time and sub-zero temperatures for a week at a time made things worse. Bait was scarce also and many days fishermen were forced to remain in port on that account. Fish brought a good price, however, but, of course, this could not compensate the fishermen for losses sustained due to stormy weather.

New Fisherman Powered by Palmer

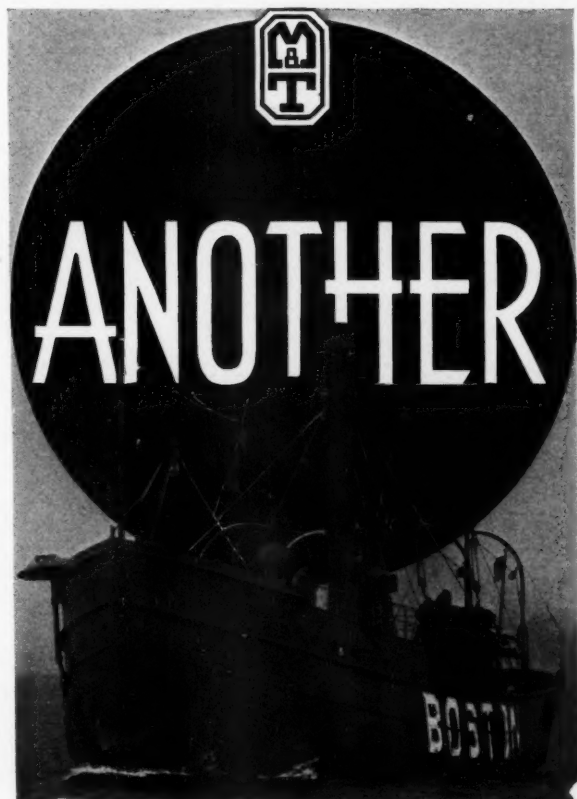
Clarence Matthews, a well-known fisherman of Wilson's Beach, N. B., accompanied by Arthur Babcock, recently returned from Nova Scotia with Mr. Matthews' new powerboat which he had built at Yellow River, near Barrington. The boat is a fine craft 46 feet in length and similar to the one launched recently by Roland Newman, the popular boat-builder of Wilson's Beach. Mr. Matthews' boat is powered with a Palmer "Pal" of 25 h.p. It is said that the new boat, although large for the engine, has a speed of nine miles an hour.

New Fisheries Overseer Appointed

John A. Jardine of Cambellton has been appointed fisheries overseer for Northern New Brunswick and has taken up his new duties. He succeeds J. E. Fournier of Cambellton, the latter named gentleman having retired on pension after many years of service in the fisheries realm.

Hot Lead and Cold Water Cause Explosion

Hot lead and cold water came together in an unexpected manner one day recently at the boatbuilding yards of Geo. E. Richardson & Son of Deer Island. Onlookers were treated to a most unusual spectacle at the seashore when the two elements named staged a geyser-like explosion. The boat-builders who were in the act of pouring melted lead consisting of several tons into a mould for a lead keel for use on a new boat being built for a St. John man, were surprised to see the bottom of the mould giving way. Tons of the hot metal poured out on the beach and coursed over the rocks to the water's edge where it struck the cold water and leaped into the air in silvery splashes many feet high. The lead had been melted in several large tar pots and the men engaged in filling the mould carried the hot metal in galvanized buckets. Luckily, no one was burned, but the job of reclaiming the cooled lead which had nicely filled the crevices in the rocks was anything but a pleasant occupation. It had to be cut up with cold chisels due to the fact that no acetylene torch was available at the time of reclamation.



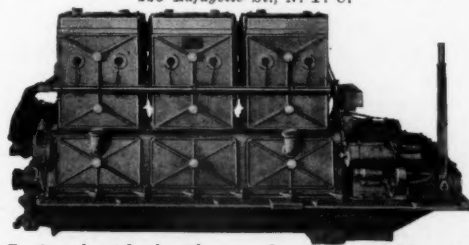
installation of MURRAY & TREGURTHA ENGINES

There she rides, men! that old familiar landmark; a guide for mariners making Boston a port of call; hostess to "Another"—the latest, Murray & Tregurtha installation. A Murray & Tregurtha six-cylinder fuel-oil engine with Westinghouse-Nuttall 4.2:1 reduction gear now provides her power.

Murray & Tregurtha engines are dependable, free from vibration, smooth running and flexible at all speeds (especially at low speed and when maneuvering), and economical to operate and maintain. They have a clean exhaust and will serve with the greatest satisfaction for many years.

Murray & Tregurtha gasoline and fuel oil engines are on exhibit at Block S, Mezzanine Floor, at the New York Motor Boat Show.

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MURRAY & TREGURTHA INC.
NORTH QUINCY, MASS.

Netting for Every Fishing Use

**Gold Medal Cotton Nets
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All of our Mills and Offices are operated under the conditions required by the National Recovery Act.

WE DO OUR PART

At the Motor Boat Show

THE 29th Annual National Motor Boat Show, under the auspices of the National Association of Engine & Boat Manufacturers, will be held in Grand Central Palace, New York City, opening Friday, January 19 and closing Saturday, January 27.

Ira Hand, Manager, states that the committee in charge is gratified by the wide interest in the exhibition, which indicates confidence in a distinct advance in production and sales for the coming year.

Following are exhibitors who have advised us regarding their exhibits.

Edison

Edison Storage Batteries will be shown by Smith-Meeker Engineering Co., demonstrating the Nickel-Iron-Alkaline principle.

Flare-Signal Outfits

International Flare-Signal Outfits will be shown by The Durkee Company of New York. These signal outfits are manufactured by the International Flare-Signal Company, of Tippencanoe City, Ohio, and are of value to both pleasure and fishing craft. There are three types of outfits—Standard, Junior and a smaller watertight unit designed particularly for dories.

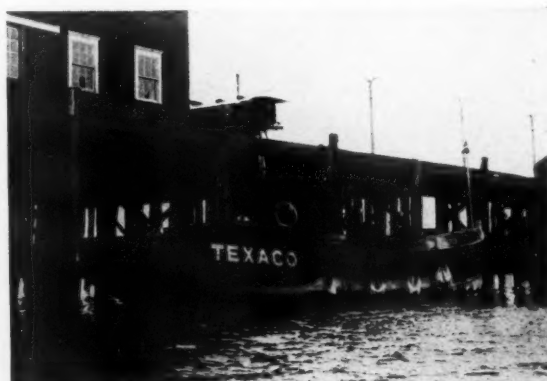
"Miss America's" Shafts and Wheels

The Monel Metal shafts used on *Miss America X* during the Harmsworth Trophy race will be displayed at The International Nickel Company's booth in the New York Motor Boat Show. Another historic shaft to be exhibited will be that used for the past two years on *El Lagarto*, with which George Reis won the President's cup as well as the Gold Cup race in Detroit. Another feature of the display will be airport screens made of Inconel, a new Nickel Chromium alloy that will not rust or tarnish. Monel Metal boat fastenings and propellers will also be shown.

Hyde Windlass Company

The Hyde exhibit will consist of their complete line of propellers including the Turbine type, Type HB, and the two and three blade Weedless, as well as stuffing boxes, stern bearings, quadrants and struts. They will also show small windlasses suitable for yacht work.

Complete samples of their line will be on exhibition, and they will be glad to render propeller assistance, and furnish any information that may be required by boat owners or members of the trade.



The Texaco tanker "Elsie Howard", owned by Leno P. Dutra of Provincetown, Mass. She is 60 ft. long, has a capacity of 6,400 gallons, and is powered with a 60 h.p. Wolverine. Mr. Dutra is also a dealer in Willard batteries, Linen Thread products, and Plymouth rope.



SMALL IN SIZE — A GIANT OF PROTECTION INTERNATIONAL FLARE-SIGNAL OUTFIT

When visibility is impaired by fog or snow there will be less chance of dories being lost if "International" Flare-Signal Outfits are a part of your equipment. Thick weather will not hold the same perils. Consider the instances of fishermen in their dories seeing the lights of searching vessels but unable to signal them.

There is less chance of schooners being run down by steamers when they too are equipped with this signal which works even when fog horns and whistles are sometimes of no avail.

"International" Signal Outfits afford protection heretofore unknown for boats without radio. Fired by a hand pistol, an intensely brilliant Red Flare (30,000 candlepower) is suspended nearly 300 feet aloft, burning over 30 seconds and visible more than 25 miles in every direction, an area equivalent to almost 2,000 square miles. No trawler, schooner or dory should be without one.



Approved by the U.S. Steamboat Inspection Service. Adopted as standard equipment on all U. S. Coast Guard boats, and by passenger, cargo and tanker lines.

There are three types of outfits, the Standard (illustrated); the Junior; and a smaller watertight unit designed particularly for dories.



INTERNATIONAL FLARE-SIGNAL CO.
Franklin Street Tippecanoe City, Ohio

The following concerns will gladly show you the outfits, explain the advantages and demonstrate for you, or write us for illustrated circular: Walter H. Moreton Corp. or Westerbeke Fishing Gear Co., Boston, Mass.; McLaughlin Marine and Oil Co., Gloucester, Mass.; Mullins Fishing Gear, New Bedford, Mass.; The Harris Co., Portland, Me.; Dumont Marine Service, Inc., New London, Conn.; The Durkee Co., New York, N. Y.; Elisha Webb & Son Co., Philadelphia, Pa.; The James Walker Co., Baltimore, Md.

SEE
The Durkee Co.
exhibit at the
N. Y. MOTOR
BOAT SHOW

Palmer Engines

The exhibit of Palmer Bros. Engines, Inc., will include new higher speed models which have been added to their line during the past year, and older models which have been equipped with new safety and efficiency devices.

Exide Again at the Show

Exide Batteries will again be on display. The Electric Storage Battery Company, of Philadelphia, will have their interesting Exide exhibit on the 3rd floor.

Among the things to be learned at this exhibit will be the advantages of the Exide Marine Floating Battery System. A complete system including switchboard, motor generating set and batteries will be operated for demonstration. The exhibit shows exactly how this highly efficient system of battery and auxiliary engine operation works, and what benefits can be expected through its use. This system has been highly successful in hundreds of installations aboard both yachts and all classes of commercial vessels.

Cut-away cells of many types and sizes of batteries will show exactly how Exide Marine Batteries are made. A full line of Exide-Ironclad Batteries from the size used aboard liners, fishing vessels and large yachts to those used aboard small pleasure boats will be on display.

Bolinders

Bolinders Co., Inc., will exhibit their new 50 H.P. twin cylinder Diesel for small fishing craft, and will call particular attention to its flexibility, light-weight and small amount of space required. This engine operates normally at 800 r.p.m. The propeller wheel is 26 in. diameter, 16 in. pitch. The bore of the engine is 7 1/8 in. and the stroke the same. It is clean cut, smooth, without any unnecessary piping, and is controlled manually from the pilot house from 350 to 850 r.p.m.

Atlas Imperial Diesel

Atlas will exhibit, but have not announced the nature of their display. A description of it will be published in our February number, and we are forewarned that it will be interesting.

Cooper-Bessemer

The Cooper-Bessemer Corporation will exhibit a new model which promises to be of unusual interest. This Diesel engine will be described in detail in our February number.

Winton

Winton Engine Corporation will exhibit a special 8-cylinder, 2-cycle Diesel engine, having 8 inch bore, 10 inch stroke, and developing 600 horsepower at 720 revolutions per minute. It will be direct connected to a generator, such as might be used for electric drive, or other general marine application.

New Jersey Paint

New Jersey Paint Works will feature three of their leading products.

"New Jersey" No. 339 Yacht Sea Green Anti-Fouling Composition. This is the latest and most powerful paint for the protection of steel or wood bottoms, intended principally for yacht work; finishes with a high gloss, and is considered a perfect anti-fouling paint, and is a beautiful light sea green color.

"New Jersey" Copper Bronze Composition. This material is put up in double compartment cans, powder and liquid separate, is an anti-fouling paint for use on speed boats, and has been extremely popular for the past two years.

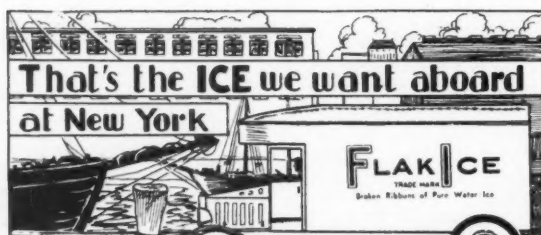
"New Jersey" Engine Enamels. Made in popular colors. Will stand extreme heat on engines, made from specially treated, tough varnish vehicles, together with the highest grade of pigments necessary for that kind of heat resisting enamel.

BUDA LEADS AGAIN
with a
NEW SMALL DIESEL
ENGINE for the
SMALL FISHING
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See it at the
MOTOR BOAT SHOW
 January 19 to 27
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THE BUDA COMPANY
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BUDA MARINE ENGINES
 DIESEL OR GASOLINE



When ready for ICE

go to the telephone at the end of the FULTON STREET DOCK—call CHelsea 3 3104.

The FLAKICE truck will be there when you are ready for it.

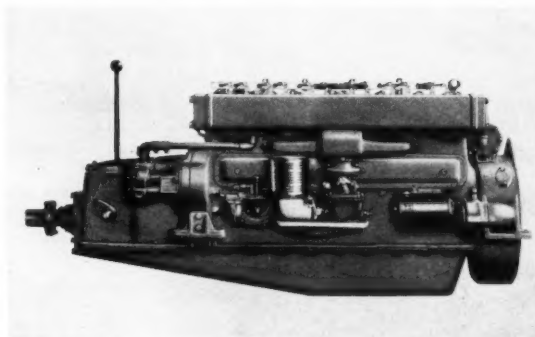
Once you have filled up with FLAKICE Water Ribbons you will never go back to old-style ice.

FLAKICE ribbons will save you money because you'll need less tonnage. It's far easier to handle in the fish hold . . . cannot freeze together in lumps. Uniform in thickness, it cannot bruise the fish.

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BROOKLYN BRIDGE FREEZING & COLD STORAGE CO.

FLAKICE Water Ribbons are distributed by
SURBRUG ICE PRODUCTS, INC.



A Buda gasoline engine to be exhibited at the New York Motor Boat Show.

Buda Showing

At the Motor Boat Show Buda will show seven models of engines, four gasoline, and three Diesel. The gasoline engines are as follows:

Model HM-205, 4 cylinder, 3-13/16" x 4 1/2", 205 cu. in. displacement, showing a maximum horsepower of 56 h.p.

Model HM-298, 6 cylinder, 3 3/4" x 4 1/2", 298 cu. in. displacement, with a maximum horsepower of 80 h.p.

Model KM-428-R, 6 cylinder, 4 3/8" x 4 3/4", 428 cu. in. displacement, with a maximum horsepower of 105 h.p. and equipped with a 2:1 reduction gear.

Model LM-525, 6 cylinder, 4 1/2" x 5 1/2", 525 cu. in. displacement, with a maximum horsepower of 121 h.p.

The Diesels are: model DM6-17, six cylinder, 5 1/4" x 7", having a total horsepower of 125 at 1500 R.P.M.; and model 6-DM-415, six cylinder, 4" x 5 1/2" having a total displacement of 415 cubic inches, this engine being full Diesel, fully equipped.

In addition to the above, Buda will show an entirely new engine which is of a size that to our knowledge has never been shown in any Motor Boat Show, and which should create as much enthusiasm as the small six cylinder exhibited last year. This engine will have 186 cubic inch displacement, with a 3" crankshaft with five main bearings, and will be full Diesel, electrically started, as are all of Buda Diesels. This engine should develop in excess of 40 h.p. It will be equipped with a reduction gear of 2:1 ratio. This is an entirely new model for the small boat and especially the work boat.

Fairbanks-Morse

Fairbanks, Morse & Company's exhibit will feature a heavy duty work boat type of two-cycle Diesel engine. This engine is the direct-reversing type with airless injection of fuel and air starting. Numerous improvements have been made in the construction of this engine, the most recent developments tending to improve the economy of operation.

A recently developed line of smaller engines will be shown to the public for the first time. This line consists of light weight, comparatively high speed four-cycle Diesel engines, built in a complete range of sizes, starting at 8 h.p. They have been developed for propulsion service in the smaller type of work boats, fishing craft, cruisers and yachts. Engines for this service are furnished with built-in reduction and reverse gears.

The same type of engines are also available in a line for auxiliary service on all types of craft. These units consist of engines with direct-connected generators, either D.C. or A.C., also combination units consisting of air compressors and pumps.

The smaller engines in this series are hand-started by means of a crank and those above three cylinders are regularly furnished with electric starting equipment.

In addition to the engines shown, a motor-driven auxiliary pumping unit consisting of a centrifugal water pump and rotary pump for oil will be exhibited.

Murray & Tregurtha Display

Murray & Tregurtha, Inc., will have on display a six-cylinder, 325 h.p. high-speed gasoline engine that is built especially for commuters, high-speed cruisers, and large, fast runabouts. Also a six-cylinder fuel-oil engine which will have some outstanding engineering features that are being shown for the first time on this size and type of engine.

In the showroom of F. Benjamin Sexton, 125 Lafayette St., New York City, who handles the sale and service of Murray & Tregurtha engines in the New York territory, there will be on display a six-cylinder 325 h.p. high-speed gasoline engine (the same type as the one that will be on display at the Boat Show), a six-cylinder medium-speed gasoline engine, and a four-cylinder fuel-oil engine (the same type as the six-cylinder fuel-oil engine that will be on display at the Boat Show).

In the space at the Show, there will be blueprints and photographs of stationary engines with generators, also with clutch and shaft extension that can be fitted for various types of drives.

Texaco Will Feature Speed and Service

Speed and service are feature themes of The Texas Company exhibit.

The speed theme is based upon Gar Wood's victories with *Miss America X*, which used Texaco products in the Harmsworth race and establishment of the world unlimited hydroplane record. In a proscenium in the center of the exhibit, J. G. Van Santvoord, manager of Texaco marine sales, ordered a huge likeness of Gar Wood, and beneath that a reproduction of *Miss America X* with a foreground of water and a background of land, the whole moving to simulate speed. Even the roar of the motor was included in the directions given the designers of the display.

Service is suggested in a section of the exhibit allotted Texaco National Waterways, the routing bureau recently inaugurated along the lines of Texaco National Road Reports. At this part of the exhibit, Miss Winifred Best, one of the beauties of Long Island, was nominated to preside to receive inquiries for information on coastal and inland waterway conditions and other cruising needs of marine enthusiasts.

Texaco National Waterways Service occupies one end of the exhibit and the other space was reserved for working models of a Diesel and an outboard engine, indicating the wide range of the company's marine products.

The general background of the exhibit includes illuminated Texaco Stars and Fire-Chief and ethyl gasoline globes. Samples of marine products are spread liberally through the display, the whole of which is brilliantly set forth by indirect lighting.

The exhibit is under the direction of Mr. Van Santvoord and Joseph P. McHugh.

Woolsey Booth

A few days prior to the opening of the Motor Boat Show, the C. A. Woolsey Paint & Color Company of Jersey City, will gather from the waters at various points along the Atlantic Coast, a large number of bottom paint test panels. These panels represent the Company's 22nd series of bottom paint tests. The panels have been submerged since early Spring, most of them in waters where fouling conditions are notorious.

Last year, Woolsey displayed the panels of their 21st series of tests, but these were shown in a dry condition. While they demonstrated the disastrous destruction of worms to improperly protected boat bottoms, and demonstrated clearly the absolute protection of good copper paint in keeping the boat bottom clear of barnacles and grass, the Company felt that if it were possible to keep these growths alive, even greater interest would be displayed in this valuable test. Therefore, as the panels are taken from the water, they will be immediately shipped in special shipping cases which permit keeping the growths alive. The panels will go directly to Woolsey's Booth at the Motor Boat Show and be placed in a large aquarium. It is hoped that the marine growths and parasites will be kept alive in this tank so that the visitors can see alive the different forms of destructive marine growths.

DEFIES THE ELEMENTS!



THE water-resisting qualities of Whitlock WATERFLEX cordage are of utmost importance especially in marine and fishing service where dampness, rain and continued immersion in water cause ordinary rope

to swell, harden and kink, making it extremely hard to manage. The use of WATERFLEX avoids these difficulties.

WATERFLEX remains flexible under all conditions and is easy to handle and splice, wet or dry. It may be left outdoors in all kinds of weather with the assurance of protection against deterioration or rot, which shortens the serviceable life of ordinary rope.

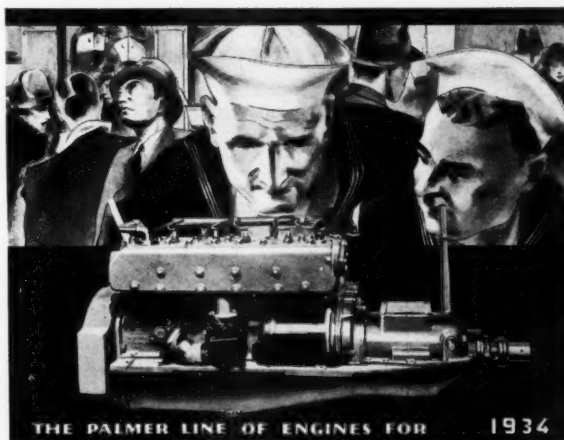
No additional charge is made for the patented WATERFLEX feature.

WHITLOCK CORDAGE CO.

46 South Street
New York



226 State Street
Boston



THE PALMER LINE OF ENGINES FOR 1934

LOOK 'EM OVER Every Boat Builder and Fisherman will find a Palmer Engine that exactly meets his needs as to size, weight and speed. During this last year new higher speed engines have been added to the line. Today it comprises the most complete range of gasoline motors offered to the marine public by any one manufacturer.

Palmer Engines have always been noted for their ruggedness, dependability and efficiency. With the adoption of many safety and efficiency devices, after each was proven through use, even the older numbers in the line are strictly modern machines. If you can't see the Palmer line on display send for descriptive literature.

PALMER BROS. ENGINES, Inc.

14 Water Street, Cos Cob, Conn.

Dealers in all Important Coastal Cities

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO
R. S. HAMILTON COMPANY

On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.



LOBSTERMEN

Gray makes special
Fishermen Motors
from 20 to 70 h. p.
Write for free cata-
logs and tell us about
your boat.

GRAY MARINE MOTOR COMPANY

672 Canton Avenue, Detroit, Michigan.

Hathaway Machinery Co.

Original
Flax Packed
STERN BEARINGS

New Bedford, Mass.

TRENHOLM THE "ENGINE MAN"

THE BRIDGEPORT

For Medium and Heavy Duty Fishing Work

MODEL A FORD CONVERSION

\$195

THE MONMOUTH

Medium and Heavy Duty 20 H.P. to 34 H.P.

MIDSHIPMAN II

CONVERTED MARINE MOTORS

30-45 H.P. \$195 30-50 H.P. \$295 50-85 H.P. \$395

12 Months' Factory Guarantee

For complete information on these marine engines write

J. L. TRENHOLM

265 Atlantic Ave.

Boston, Mass.

PLYMOUTH

• SHIP BRAND MANILA ROPE •

Outfit with Plymouth

ANCHOR CABLES	BUOY LINES	PURSE LINES
RUNNING RIGGING	TRAWL LINES	TOWING LINES
MOORING LINES	SEINE LINES	POT WARP
DECK LINES	HOISTS	NET ROPES
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		LOBSTER TWINE

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COP-PAINTED COPPER OLEATE SEA-PROOF
More Dependable — Longer Wearing — Easier to Handle

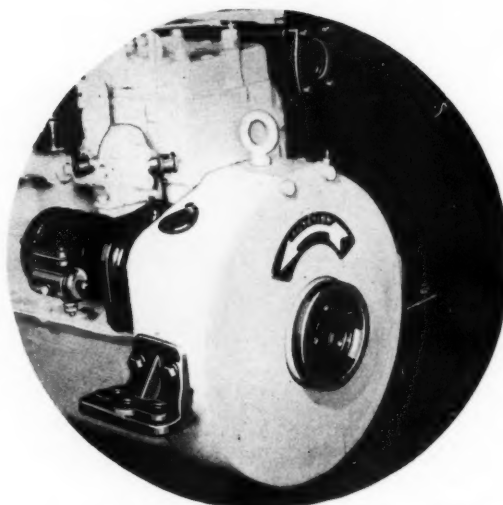
PLYMOUTH CORDAGE COMPANY

North Plymouth, Mass., and Welland, Canada

SALES BRANCHES

New York Chicago Boston Baltimore New Orleans San Francisco

THE ROPE YOU CAN TRUST



Outstanding features on 1934 Gray Motors. Double-ended manifold, lifting rings, rotation plate, Bendix inspection plate, magnetic relay mounted on starting motor, flywheel pulley and removable support brackets.

Gray Exhibit

The Gray exhibit will comprise two complete lines of Motors.

The Standard Line of Cruiser and Workboat Engines will include "Fours", "Sixes" and "Eights" from 10 to 120 h.p. These engines will be available for either single or twin screw installation, direct or reduction drive.

The "Phantom" Line of High Speed and Racing Motors will include two "Fours", two "Sixes", and the "Phantom Eight" with a power range from 30 to 150 h.p. These engines feature short overall length, high power-to-weight ratio, certified engine weight, and have a usable and effective speed range up to 4000 revolutions for the "Fours", and 3600 revolutions for the "Sixes" and "Eights".

Also the Gray "VEE-DRIVE" Gear, in its improved form.

Universal Line

The Universal exhibit will consist of a complete new and improved line of engines made up of the following:

One-cylinder "Fisherman"	6-8 H.P.
Blue Jacket Twin	5-10 H.P.
"Utility Four"	15-20 H.P.
Flexifour Model AF	25-30 H.P.
Blue Jacket Six Medium Speed Model	40 H.P.
Blue Jacket Six Hispeed Model	70 H.P.
Blue Jacket Four	50 H.P.
Cruiser Six and Cruiser Eight	

A new idea is promised in this display which will prove especially interesting to the fishing trade.

Hall-Scott

The marine engine display of the Hall-Scott Motor Car Company will consist of the following:

- 1 INVADER equipped with 2:1 reduction gear.
- 1 EXPLORER equipped with reduction gear.
- 1 NAVIGATOR II equipped with reduction gear.
- 1-250 h.p. INVADER, direct drive model.
- 1-180 h.p. INVADER.

An interesting part of the Hall-Scott exhibit will be photographs of numerous boats recently powered by Hall-Scott, together with records as to speed and performance.

In addition, the Eastern Sales office of the Hall-Scott Motor Car Company, 254 West 31st Street, New York City, will have on display a complete line of HALL-SCOTT equipment, including parts.

Red Wing

The Red Wing Fuel-Oil Motor will prove of interest to owners of fishing boats as well as of cruisers and auxiliaries. It is a medium, heavy-duty power plant whose dimensions and weight approximate those of a gasoline engine of similar power.

Kermath

Kermath, as usual, will have a display of their various models, and fishermen who attend the Show will find in this exhibit a number of engines especially adapted to their particular requirements.

Scripps Motor Co.

Scripps Motor Company, Detroit, will bring to the National Motor Boat Show eight models as the representative engines of its lines, among them:

Models 204 and 205, six cylinders each, left and right hand engines respectively, 155 h.p. each at 1800 r.p.m. Schebler 1½" duplex, marine type updraft carburetors.

Model 154, six cylinders, cruiser type engine equipped with Morse 2.43:1 reduction gear; thus equipped model 154 delivers 110 h.p. at 740 r.p.m. In direct drive it delivers the same horsepower at 1800 r.p.m. Carburetor is Stromberg updraft 2" marine type.

Model F-6, six cylinders, medium duty, 81 h.p. at 2000 r.p.m. in direct drive. Zenith updraft 1½" marine type carburetor.

Model F-4, four cylinders, medium duty, with Morse reduction gear, internal type, ratio 2:1, 53 h.p. at 900 r.p.m. The Standard model is rated 53 h.p. at 1800 r.p.m. in direct drive. The carburetor is a Stromberg updraft 1¼" marine type.

The addition of reduction gears to medium duty engines, models F-4, 154, 164, 174, 204 and to right hand engines, models 155, 165, 175, 205 for twin installations will broaden the application of these models and make their use possible to the heaviest type of pleasure craft. Furthermore this innovation will make these quality engines available as a source of dependable power in commercial applications.

Hoffmann Selling Superior Diesels

ROY E. Hoffmann will look after the sales of Superior Diesel Engines and Natural Gas Engines in the South-eastern territory, with headquarters at Jacksonville. Mr. Hoffmann is a native of Georgia, and his long experience selling Diesel engines has given him a very extensive acquaintance in the Carolinas, Georgia, and Florida, in which territory he will travel for The National-Superior Company. Mr. Hoffmann resigned as Manager of Diesel Engine Sales for Fairbanks-Morse Company, Atlanta, on December 1st, and is now actively at work in the field selling Superior Engines, after a stay of several weeks at the factory at Springfield, Ohio, getting acquainted with the plant and the Superior line which includes stationary, portable, and marine types for practically every kind of service up to 800-H.P. units.



Measuring off some Great Grimsby wire rope at Captain D. F. Mullins' supply store, New Bedford, Mass.

JOE O'NEILL

Commission Dealer

For best results ship your fish to me. Specializing in lobsters, shad, scallops, halibut and swordfish. Commission 7%.

Highest Prices—Quick Returns

5 Administration Bldg.

Fish Pier, Boston

SHERMAN B. RUTH

Complete Line of Fishermen's Supplies Including

WALL ROPE

HENDERSON & JOHNSON PAINTS

PFLUEGER HOOKS

UNION TWINE COMPANY'S TARRED LINES

Complete stock carried on hand at all times

28 Hancock St.

Gloucester, Mass.

WRITE FOR NEW BULLETIN**HAULING CLUTCH**

For Trawling Gear on the Small Boat.

Small, Light, Compact! 3 sizes—

No. 1 up to 2,000 lbs., No. 2 up to 4,000 lbs., No. 3 up to 10,000 lbs. lift. Can be stopped or started under load.

KINNEY

MFG. CO.
3541 Washington St.
BOSTON

**THE DANE
RADIO COMPASS and
DIRECTION FINDER**

The RITCHIE FISHERMAN
COMPASS

E. S. RITCHIE & SONS

115 Cypress St., Brookline, Mass.

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"JERSEY CITY" COPPER PAINT
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SINCE 1861
MADE BY
**PETTIT
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SEND FOR FREE COPY ATLANTIC COAST
TIDE TABLES, FIGURES FOR EVERY HARBOR



Use this page to buy or sell any kind of Fishing Equipment. Rates: \$4.00 minimum; \$1.00 per line. ATLANTIC FISHERMAN, Inc., Goffstown, N. H.

SINTZ ENGINE WANTED

O. J. Mulford, President of the Gray Marine Motor Company, wishes to secure for his museum a sample of a Sintz engine. Mr. Mulford owned the Sintz Engine Company from 1896 to 1900 and a considerably large number of engines were built and sold.

Any information as to the whereabouts of any Sintz engine, regardless of condition, should be communicated to Mr. Mulford, care of the Gray Marine Motor Company, 6910 East Lafayette Ave., Detroit, Mich.

FOR SALE

Two suits of sails from the 135 foot schooner yacht *Hildergarde*. One suit used only three weeks. I will sell any part of them. The price is right. Frank F. Upson, 111 Hallock Ave., New Haven, Conn.

Fishing boat *Minerva*. Length 42 ft., beam 12 ft. 6 in. 50 h.p., 6 cyl. Palmer. Price \$2,500. Inquire Capt. H. Reiter, Greenport, New York. Telephone 599.

94 ft. fishing schooner. Equipped with two 45 h.p. C-O Engines. Boat and engines in very good shape. Jos. Butler, 239 Union St., Jersey City, N. J.

A 35 ft. knockabout sloop. Four bunks in cabin, no engine, \$450. One 26 ft. auxiliary keel cat boat, Crosby built, 18-24 Red Wing motor, \$2200. 33 ft. auxiliary centerboard yawl, F4 Scripps motor, \$900. 23 ft. auxiliary cat boat, 4 cylinder Palmer, \$950. Write or call Falmouth Marine Railways, Falmouth, Mass.

FOR SALE FOR PRICE OF ENGINE

The *Viking*, one of the former Coast Guard vessels known as C.G. 230 was built at Norfolk, Va., in 1925. The engine is a 4-cylinder, 4-cycle "Wolverine-Diesel" Oil engine, 8½ in. bore, 12½ in. stroke. It was a new machine when installed in October 1932, and was used only between the 26th of October, 1932 and the 2nd of February, 1933. The boat can be purchased for the price of the engine. Everything is in good condition, and the engine is ready to run. A Delco light plant goes with the boat. The boat has been painted, hull, upper works, inside and bottom. Speed is about 12 miles. Boat can be inspected any time in Bridgeport, Conn. Address *Viking*, c/o ATLANTIC FISHERMAN, Goffstown, N. H.



The "Viking"—for sale as above.



"High" Tribute to Eveready

HERE are the Eveready flashlight and batteries which went with Lieutenant-Commander T. G. W. Settle and Major Chester L. Fordney on their 11-mile flight into the stratosphere. Eveready batteries not only powered the balloon's wireless, but their dependability in this No. 2672 flashlight helped save the lives of Settle and Fordney in their descent. Swept toward the sea at night by a fifty-five-mile gale, the pair threw everything overboard—emergency rations, cameras, clothes and even parachutes—but not the flashlight! A moment later its beams illuminated the New Jersey marshes below and told Fordney when to pull the rip cord. In the background is an airplane view of the balloon as it arose at Akron, O.

Norman R. Holbrook, Manager, Whitlock Boston Branch

NORMAN R. Holbrook has been appointed New England Manager of Whitlock Cordage Co. Mr. Holbrook has been in the employ of the Company since 1919, and as New England sales representative has become well known in that territory.

The Whitlock Cordage Company's branch office in Boston is located at No. 226 State Street.

Exide Appointment

R. L. Sommerville has been appointed Manager Automotive Replacement Sales for Exide according to recent announcement by The Electric Storage Battery Company. Mr. Sommerville was connected with the New York Office of the Company for 12 years prior to his transfer to the General Offices in Philadelphia a year and a half ago.

IT HAS STOOD THE TEST-IT'S TANGLEFIN

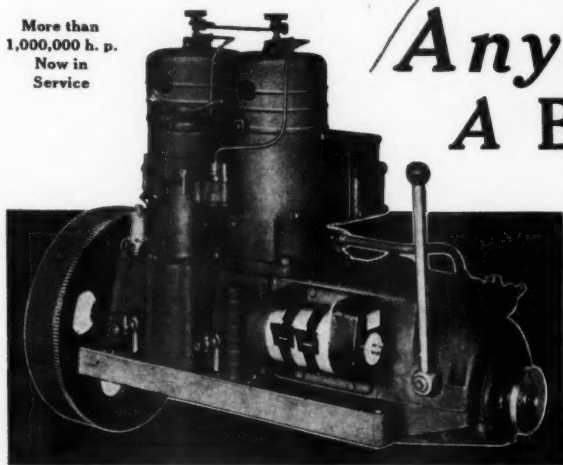
Made from the best quality linen from beginning to end in our own mills by men who know how. That's why we say the quality goes in before the name goes on. It's time to buy nets, which means it's time to buy TANGLEFIN. Mail us your next order. Let us prove that Tanglefin Netting catches more fish because it lasts longer.

NATIONAL NET & TWINE CO., INC.
80 Federal Street
Boston, Massachusetts



Branches at Milwaukee, Wisc.; Erie, Pa.; Baltimore, Md.; Gloucester, Mass.

More than
1,000,000 h. p.
Now in
Service



This is our popular 50 h.p. Twin Cylinder Diesel for fishermen and work boats. Length 49 in., width 23 in., height 34 in. Other Bolinders 6 h.p. and up.



BOLINDERS DIESEL ENGINES

Bolinders make a complete line of Diesel Engines for primary power or for use as auxiliaries. We will be glad to send you complete information if you will tell what kind of engine you need.

Anyone Can Run **A BOLINDERS DIESEL**

This isn't the kind of an engine that's put in a big glass case. It isn't full of knick-knacks and fancy chromium plate. Who wants that kind of stuff? Here's a fisherman's engine and it's the kind that ANY man can run. It's so simple that it never fails to start. So dependable it will run almost forever—weeks at a time if you need its power that long. So rugged it practically can't wear out. Many Bolinders Diesels have been in constant service 15 to 20 years and more. Isn't this the kind of engine you want your boat to have?

This Bolinders Diesel is an engine that is packed with power—real power—the kind it takes to drive a husky rugged hull through a heavy rolling sea. Its honest 50 h.p. will take you there and bring you back without a moment's hesitation. And even if coated from top to bottom with a heavy sheet of ice, your Bolinders will always start. Then there's its light weight feature, too, less than 40 lbs. per h.p., its anti-racing governor, heavy reverse gear, low fuel cost, and, if you wish, electric starting that can also be used for lights. Ask us for all the details today.

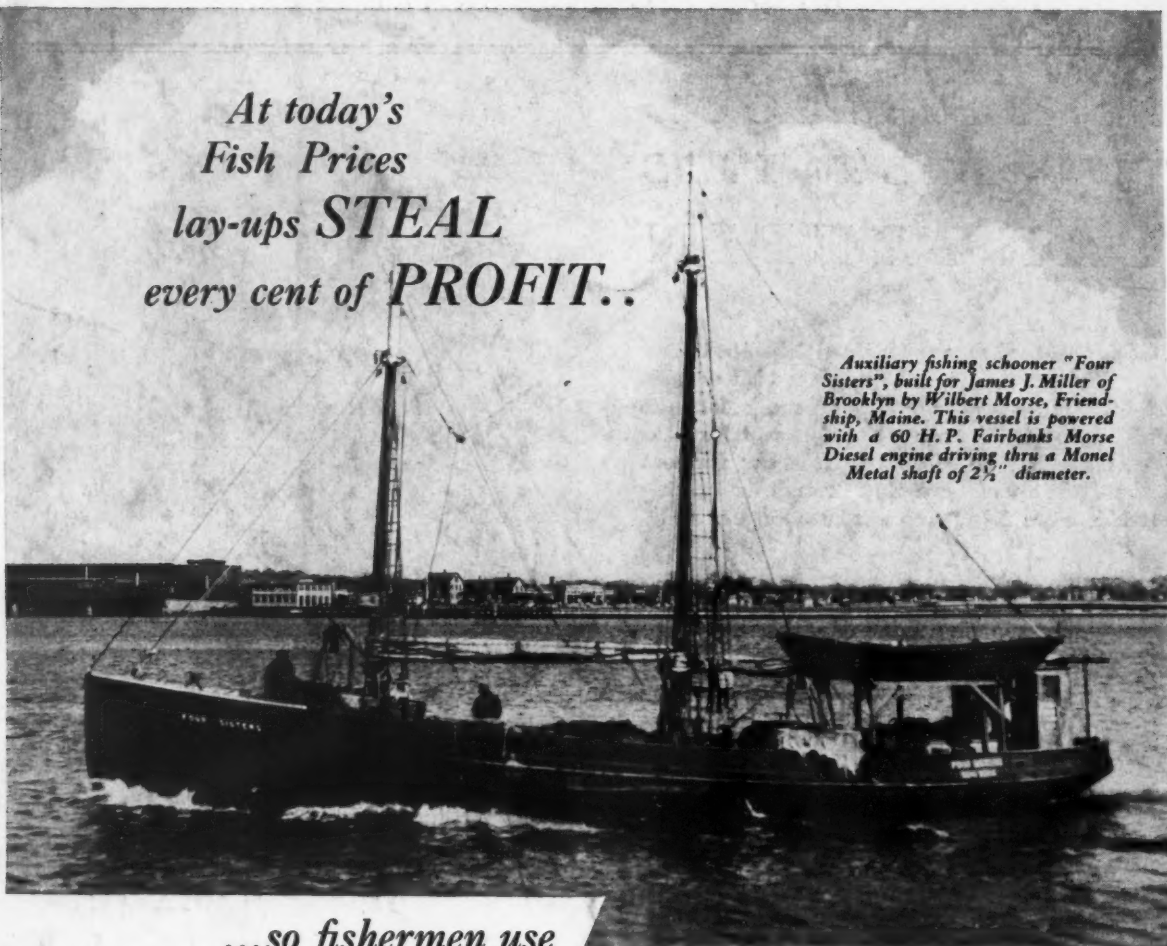
Write To

BOLINDERS COMPANY, INC.

33 Rector St., New York, N. Y.

*At today's
Fish Prices
lay-ups **STEAL**
every cent of **PROFIT..***

Auxiliary fishing schooner "Four Sisters", built for James J. Miller of Brooklyn by Wilbert Morse, Friendship, Maine. This vessel is powered with a 60 H. P. Fairbanks Morse Diesel engine driving thru a Monel Metal shaft of 2 1/2" diameter.



...so fishermen use

MONEL METAL PROPELLER SHAFTS

to keep repair costs down and profits up!

THERE'S still a little margin left for profit...even at today's low fish prices.

But it doesn't allow much extra for lay-ups. The only way a craft can really pay its way is to keep on the go and keep on bringing in the catch.

It is significant that so many fishing vessels like the "Four Sisters"...vessels that are in service day in and day out the year 'round...should be equipped with Monel Metal propeller shafts.

Significant, but simple to explain. For a Monel Metal shaft practically eliminates lay-ups due to shaft trouble.

Monel Metal shafts can withstand blows that would hopelessly "spring" ordinary shafts. They are far more rigid, far stronger...in fact, strong as steel.

Yet Monel Metal *absolutely* can't rust. In fact, it resists corrosion so stubbornly that sea water cannot affect this Nickel alloy in any way. No pitting, no galling.

The rolled uniform structure of a Monel Metal shaft resists abrasion. It develops a glass-like surface which reduces bearing friction to a minimum. Absolutely no danger of seizing. Lower power consumption, less vibration,

smoother running naturally result.

A shaft with such characteristics is bound to keep a boat away from dry-dock...not only for repairs but for replacements, too, since Monel Metal lasts indefinitely.

Let us send you complete information about Monel Metal propeller shafts and propellers as well as Monel Metal fish holds, hull fastenings and other accessories for fishing boats.

THE INTERNATIONAL NICKEL COMPANY, INC.

67 Wall Street, New York, N. Y.



Monel Metal is a registered trademark applied to an alloy containing approximately two-thirds Nickel and one-third copper. Monel Metal is mined, smelted, refined, rolled and marketed solely by International Nickel.



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